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# The Hongkong Telegraph.

FOUNDED 1861 NO. 21,308 六月十號英港香 SATURDAY, NOVEMBER 16, 1929. 日六拾月十號

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## YOUNG CRIMINAL PROBLEM.

## NEED OF REFORMS IN HONGKONG.

## OUTPORT RESIDENT RAISES IMPORTANT ISSUE.

## PELA FOR HUMANITY.

From a British resident of Swatow, who signs himself "Outport Reader," we have received an interesting letter on the treatment of young offenders in Hongkong. In it, the writer criticises, in a friendly spirit, some recent sentences on youths who have come before our Police Courts, especially those involving corporal punishment, and suggests that the time has come for some form of "after-treatment" for young criminals. This, he thinks, could be done by some voluntary Association working in conjunction with the Government.

It is pointed out that when the question of the abolition of extraterritoriality is dealt with, there will be a close scrutiny of those models of Western Justice which are nearest to China, and the writer would like to see the Hongkong practice err on the side of humanity, rather than otherwise, in dealing with young criminals. The letter is in the following terms:

The Letter.

When a magistrate has to say with a sigh that he does not know what to do with a young criminal and then in despair passes sentence of three months' hard labour, public spirited people must ask "Is the community doing all that is possible for such cases?" Is it not necessary to come to the help of the harassed magistrate, and provide some other means of protecting the community and of saving the criminal than the law as yet affords?"

A number of cases in the last few months have shown that there is entirely inadequate provision for the treatment of boys and youths who have broken the law in the Colony. One of the most painful you reported in your issue of Oct. 29th under the heading "Habitual Young Criminal". The lad concerned was 15 years of age, and it was shown in court that in the previous three years he had been out of gaol only some three months. Your account says:—"The boy pleaded, with tears in his eyes, that he had no parents, and although the gaoler had given him a free hawkers' licence, he had no money with which to start any business."

Pointed Queries.

Consider, sir, the situation: a little lad at various times during those three years turned from prison with not a cent in his pocket, and no home to which to go, nothing to eat and nowhere to sleep, alone on the streets of Hongkong. Which of us, even if we were a few years older than he, could make good in such a case?

Yet in this case the police inspector is reported as thinking that 12 months' hard "would do him good." What can the good inspector conceivably mean by that opinion? While the boy is toiling through those twelve months, what ray of hope can enter his heart? When eventually he is dismissed where will he get his first meal? What job can he turn his hand to? He received the maximum sentence of six months.

I remember two other cases which caused one much perturbation in the last month or two. One concerned a small boy whose employer or relative indulged in the reprehensible habit of printing and issuing lottery tickets. The man was rightly dealt with according to the law; but in addition, and of course also in accordance with the law, the boy was sentenced to a caning. From the account of the case it seemed clear that the boy could have no initiative in the matter: he was merely doing what he was told. Yet he got a judicial caning, than which nothing is more likely to produce an habitual criminal.

Other Cases.

The other case was similar. Oilum had been found on certain premises and the householder had lied; but his houseboy was involved, and of tender years. It did not appear from the report of the case that he could have any direct responsibility for the business, yet he was, if I remember right, sentenced to a caning.

(Continued on Page 8.)

## BRITISH SOLDIERS MUTINY.

## ARGYLL AND SUTHERLAND HIGHLANDERS.

## THE STORY LEAKS OUT.

London, Nov. 15. The bare fact that three soldiers of the 2nd Battalion, The Argyll and Sutherland Highlanders, stationed in the West Indies until recently, were court-martialled and found guilty of mutiny was first publicly disclosed at question time in the House of Commons to-day.

As the result of enquiries, Reuter's correspondent at Kingston, Jamaica, states that the men were charged with mutiny, with refusing to obey the orders of their officers, and with resisting arrest.

The trouble occurred at Newcastle, near Kingston, in the middle of June.

The Court-martial sat for eighteen days and each of the accused was sentenced to five years' penal servitude. They were sent to England a month ago, prior to the departure of the battalion for Tientsin.

The Argyll and Sutherland Highlanders, who gained the name of the "thin red line of heroes" in the Crimean War, are now in Tientsin. They passed through Shanghai last week on the transpont "City of Marseilles" on their way to the more northerly area of the Chinkin Commune.

Whereabouts Undisclosed.

Two go-betweens were sent by the Mission and they managed to secure an interview with representatives of his captors, who refused to disclose his whereabouts. It is believed that he has been hidden in the mountains in the vicinity of Weiyuankow.

Father Ulrich Kreutzen is a native of Kalumet, Mich., and has been in China many years as a missionary.

Weiyuankow, where the priest was kidnapped, is a small town in East Hopeh on the northern bank of the Yangtze. Swimming down from Kuangtsi, a city in the grip of Red terrorism, Chinese Communists numbering nearly 2,000 and claiming to belong to the "Fifth Red Army" made a surprise attack at about five o'clock on the morning of November 9 and took possession of the town without much fighting.

Garrison Overpowered.

The small number of garrison soldiers was overpowered.

The River Police Bureau was the first government headquarters to be stormed, the outlaws succeeding in disarming without difficulty the entire government force. There was a terrible panic and wholesale looting took place. The gang broke into Father Ulrich's chapel and captured him together with his Chinese servant and five garrison soldiers. Then they made a hasty departure and marched their prisoners to a place about seven miles from Weiyuankow.

## SINISTER RUMOURS IN DURBAN.

## ANOTHER PURPOSE BEHIND POLICE RAIDS?

Durban, Nov. 15. Yesterday's police raid, which ostensibly was carried out to deal with poll-tax defaulters, was repeated to-day in the heart of the town.

There is considerable public uneasiness due to rumours in circulation to the effect that the police have got wind of a sinister organisation working behind the scenes. It is suggested that the real purpose of the raids is connected with this peril.

Large numbers of natives still refuse to pay the poll-tax, pleading conscientious objection. They have accepted the alternative of imprisonment.—Reuter.

## SHANGHAI THEATRE SENSATION.

## JUDGE DISMISSED FOR FIRING REVOLVER.

Shanghai, Nov. 16. Dr. Hsu Kung-tien, one of the leading Judges of the Provisional Court, has been dismissed from his post following a remarkable incident at the Peking Theatre.

It appears that the Judge fired a revolver ostensibly to protect his wife and children. He stated that he feared a stampede as the result of the storming of the box office.—Our Own Correspondent.

## PAPER HUNT CLUB INNOVATION.

## CHINESE STEWARD ELECTED FOR FIRST TIME.

Shanghai, Nov. 16. Mr. Stanley Wang was last night elected the first Chinese Steward of the Paper Hunt Club. His hunting experience includes participation in big Hunts in England. His election was accorded a most enthusiastic reception.—Our Own Correspondent.

## DATE OF THE NAVAL CONFERENCE.

## U.S. ACCEPTS THE BRITISH INVITATION.

Washington Nov. 15. The United States has accepted the British Government's invitation to the Five-Power Naval Conference, the first meeting of which is to be held in London on January 21st, 1930.—Reuter's American Service.

## AMERICAN PRIEST IN PERIL.

## MISSION UNABLE TO GET INTO TOUCH.

## STORY OF THE CAPTURE OF FR. KREUTZEN.

## TORTURE THREATS.

London, Nov. 15. Threatened with torture and possible death, exposed to cold and given nothing but cold rice to eat, the Rev. Ulrich Kreutzen, an American Catholic Father attached to the American Franciscan Mission at Wuchang, is still a prisoner in the hands of a band of Chinese Communist bandits somewhere between Tawangtsien and Weiyuankow, about 20 miles below Huangshikang on the Yangtze.

The outlaws took the priest from his church at Weiyuankow on November 9 and are holding him for ransom, declaring that they will put their captive to death unless the sum of \$10,000 is paid within 10 days.

A Reuter message from Hankow, received last night, states that every effort has been made to get into touch with Father Kreutzen without success.

Whereabouts Undisclosed.

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## JERVOIS ST. FIRE ROBBERY.

## LARGE SUM STOLEN FROM FIRM'S SAFE.

## MYSTERIOUS AFFAIR.

The theft of a large sum of money has occurred as a sequel to the fire which took place on Wednesday morning in Jervois Street.

Ho Tak-po, the manager of the Kwong San silk shop at 28, Jervois Street, which suffered considerable damage from the fire, yesterday informed the police that, on investigating the contents of the firm's safe, which was left intact by the fire, he found the door of the receptacle closed but not locked.

His fears of a loss were confirmed when he discovered that a sum of \$1,000 in coin, together with a number of jewellery boxes,

which he was forced to leave behind on account of their bulk when the fire broke out, had been stolen from the safe, as well as notes of various denominations.

The key was found left in the lock.

Inspector A. Clark proceeded to the ruins yesterday afternoon to carry out investigations, upon receipt of this report. It was

stated that when the alarm of fire was first given, the manager of the Kwong San firm had the presence of mind to remove notes amounting to \$3,400 from the safe. He now has cause for congratulation that he took this precaution.

## IRAK PREMIER'S DEATH.

## THE BRITISH GOVERNMENT'S SYMPATHY.

London, Nov. 15. The acting High Commissioner for Iraq has been instructed to convey to the Iraq Government, on behalf of the British Government, an expression of the sincere regret with which they have learned of the untimely death of Sir Abdul Muhsin Irak, the Premier.

At that time, the police authorities were congratulating themselves for having stamped out the Red menace entirely. The fact was, however, that some of the instate leaders of the revolutionists made good their escape through the police net into Russia.

Flee from Tokyo.

Directly after the arrest of

their associates in March, 1928, Manabu Sano, formerly a professor of political science in Waseda University and well-known publicist, Shiochi Ichikawa, Kenya Yamamoto, and a number of other ringleaders fled from Tokyo in disguise and under assumed names to Russia via China.

At the Soviet capital these chiefs and the Japanese students of the Communist institutions of learning there joined hands to plain out a rerudescence of Red propaganda in Japan, and later investigations by the police show that they were encouraged in the scheme by the Third International both morally and financially.

Undismayed by the stinging blow dealt on the Communist movement in March, 1928, a score of the Japanese Communists in Russia returned to renew their drive. A nucleus of the clandestine activities soon came into being in Tokyo which was divided into five zones, each with a local headquarters. Several hundred of university students including a number of women students responded to thebeck of the red flag while in the provinces boys and girls contaminated with Communism were admitted as members of the "youth" a juvenile wing of the national body.

Money from Russia.

The evidence now in the hands of the law courts which have recently completed a preliminary examination of the case proves that the financing of the movement was mostly done by the Japanese agents of the Communists at Shanghai.

The unearthing of the plot by the Tokyo police was as dramatic as it was unexpected on the part of those concerned. On March 18, a burglar broke into the home of Mrs. Kim Sasaki at Yotsuya, Tokyo, and the ward police was mobilized to surround the scene of robbery with a cordon of the force with a strict order to question any and every suspicious-looking person turning up in the vicinity. In the small hours of the following day, attention was directed to a young man rather shabbily dressed passing by. An officer stopped him and after a brief altercation with the suspect he took the man to the police station at Yotsuya. The sharp-eyed officer noticed a small pellet of paper dropping from a pocket of his captive as the latter was told to step into the station. This tiny ball of paper turned out to be the first clue to the nationwide intrigue of the Japanese Communists to bring about a revolution.

Before daybreak of April 16 a raid only next to the previous round-up on March, 1928, in scope was launched by the police. Altogether 625 Communists were arrested.

The envelope bears a seal reading

"General Headquarters of the Fifth Red Army."

The Mission authorities have notified the local authorities of the incident and have asked that immediate steps be taken to effect

the Father's release.

Servant's Story of Torture Threat.

When the bandits set the servant free with the Father's letter, they intimated that, if he should return within four days with the money he would be released also, but in case he should fail to return, Father Ulrich would be tortured and possibly killed.

The servant reached Hankow on Sunday last with the news of Father Ulrich's capture. The Father's letter is written on a "Chinese movie beauty" letter paper, supplied by his captors and

## COMMUNIST PLOT IN JAPAN.

## SOVIET GOLD THROUGH SHANGHAI.

## DRAMATIC CLUE SECURED AFTER A ROBBERY.

## EXTENSIVE INTRIGUE.

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CRICKETERS DINE  
TOGETHER.

SPIRIT OF PLAYING FIELD  
EXTOLLED.

HAPPY SPEECHES.

After a festival of cricket between Hongkong, Shanghai and Malaya, the members of the teams, together with many others, were present at the Hongkong Hotel roof garden last night on the Interport dinner, at which Mr. H. R. B. Hancock presided.

Much pleasure was added to the evening by musical selections rendered by the Hongkong Hotel orchestra. Various entertaining numbers were given by Messrs. H. V. Parker, E. W. Hamilton and Annie (songs), Burnett (monologues), Major Tuke and Mr. Musson (songs with banjo and piano accompaniment), Mr. Dick Ratty (humorous songs at the piano), and Mr. Grindle (accompanist).

After the Loyal Toast had been honoured, the chairman proposed a toast to the two visiting teams and Hongkong. He said that on many previous occasions it had been his pleasure to reply on behalf of the Hongkong interport side; but this year that would be in more capable hands. His duty was to propose a toast to the three interport sides, Shanghai, Malaya and Hongkong. In doing so he would refer particularly to the two visiting sides, and he was sure he was expressing the feelings of all cricketing members of the Colony when he said what a great pleasure it had been to welcome the visiting teams (applause).

Mr. Hancock continued he was sure such visits did a great deal to strengthen the bonds of friendship and good fellowship which existed between British communities in the Far East. The name of cricket had a particular attraction for Englishmen. It was still, he thought, regarded as the king of games, with its special appeal to everything that was good and wholesome in spirit. He thought he was right in saying that the game appealed almost as much to the locker-on-as to the players themselves (applause).

Why that was so he was not quite sure. Perhaps some of them had read books by Neville Carters, who was a great writer on cricket. In one of his books he said—“Cricket draws out the whole man—not only his practised craftsmanship, those tricks of the trade that may be exploited automatically if you are good enough, but also his wit, his temper, his humours, those animal spirits in man which at any moment, given a chance, impel him to all sorts of romantic hazards.”

The Chairman continued that the spirit of the game was one of its strongest points, and he thought he could safely say that the matches witnessed in Hongkong during the past fortnight had been played in the right spirit (applause). It was a code that had influenced the lives of Britons wherever they had gone, carrying with them all that was good and right, playing the game, playing cricket and inculcating others with the spirit of the game.

Veterans Recalled.

He would like for a moment to recall in memory the names of some of those who had taken part in interport cricket in the past and whom they missed very much, but who would be thinking of them. The name that occurred to them first, so far as Shanghai was concerned, was that of Captain E. I. M. Barrett (applause). He was a very fine cricketer, and “when you were in the field there was no one's back you would rather see returning to the pavilion.” Mr. Hancock also mentioned the names of Willie and Arthur Moule, the Lannings, Billings, Barbridge and Bill Tark in connexion with Shanghai.

When thinking of Malaya, he continued, there at once came to memory the Whitleys and also Mr. Sharp, who used to be a very good



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10. ICE HOUSE STREET.

bowler. There was also Mackenzie, Johnny Foster and “Dusty” Rhodes. “I am sure they are all thinking of us this evening.”

Before concluding, Mr. Hancock told a story contained in a new book written by Neville Carters, entitled “The Summer Game.” This dealt with a village cricket team which was usually got together at the last moment on a Saturday afternoon and the material was different each Saturday. One Saturday two batsmen were making a lot of runs but one of them spooned the ball high into the air. Three of the home side rushed forward to try and catch it when the Rev. Soames, cried out “Leave it to Thompson.” The three fielders stood back and the ball fell to the ground. “There was no Thompson,” said the chairman. “He wasn't playing.” (Laughter.)

Concluding, the chairman said it was not victory that constituted

the joy of the combat, and he hoped that those who had taken part in the games especially Shanghai and Malaya, had enjoyed all the games as much as Hongkong had enjoyed them (applause). In offering the toast, the chairman coupled with it the names of the three skippers, Mr. D. W. Leach (Shanghai), Mr. R. B. L. Braddell (Malaya) and Mr. T. E. Pearce. He added he would take the opportunity of wishing the visitors *bon voyage*, with the hope that they had enjoyed their visit, and that they would try again (applause).

On Shanghai's Behalf.

In replying on behalf of Shanghai, Mr. Leach said the occasion was the sixth on which he had had the pleasure of visiting this marvellous island. In Hongkong the senior men took a great interest in cricket and that was a feature which always appealed to Shanghai. In the northern port, how-

ever, the taipans only took an interest in dog racing (laughter). “At any rate you certainly uphold the traditions of a British Colony by the interest shown in cricket. To speak of your hospitality is almost unnecessary. I am sure I voice the feelings of the whole Shanghai eleven when I say we are almost overwhelmed by it. We hope to see Hongkong next May in Shanghai and bring as many supporters as you can, as we need them (laughter). We cannot entertain like you can down here because we have not got the jobs” (laughter).

The speaker went on to say they had had the pleasure of meeting their friends from Malaya, and with a bit of luck they had managed to beat them. “We were rather lucky, I'm afraid.” After remarking, amid laughter, that he believed he was supposed to say something about cricket, he continued that they were supposed to

play Kowloon to-day, but owing to the exigencies of the service (laughter). C. P. R. sailings and other things would not let them play. “We are very sorry because we always have a very good game with Kowloon (laughter). They feed us very well to start off with. I think in 1924 Kowloon batted all morning, and then we had tiffin and our first batsman had great difficulty in finding the wicket when they went out there.” (laughter).

(Continued on Page 3.)

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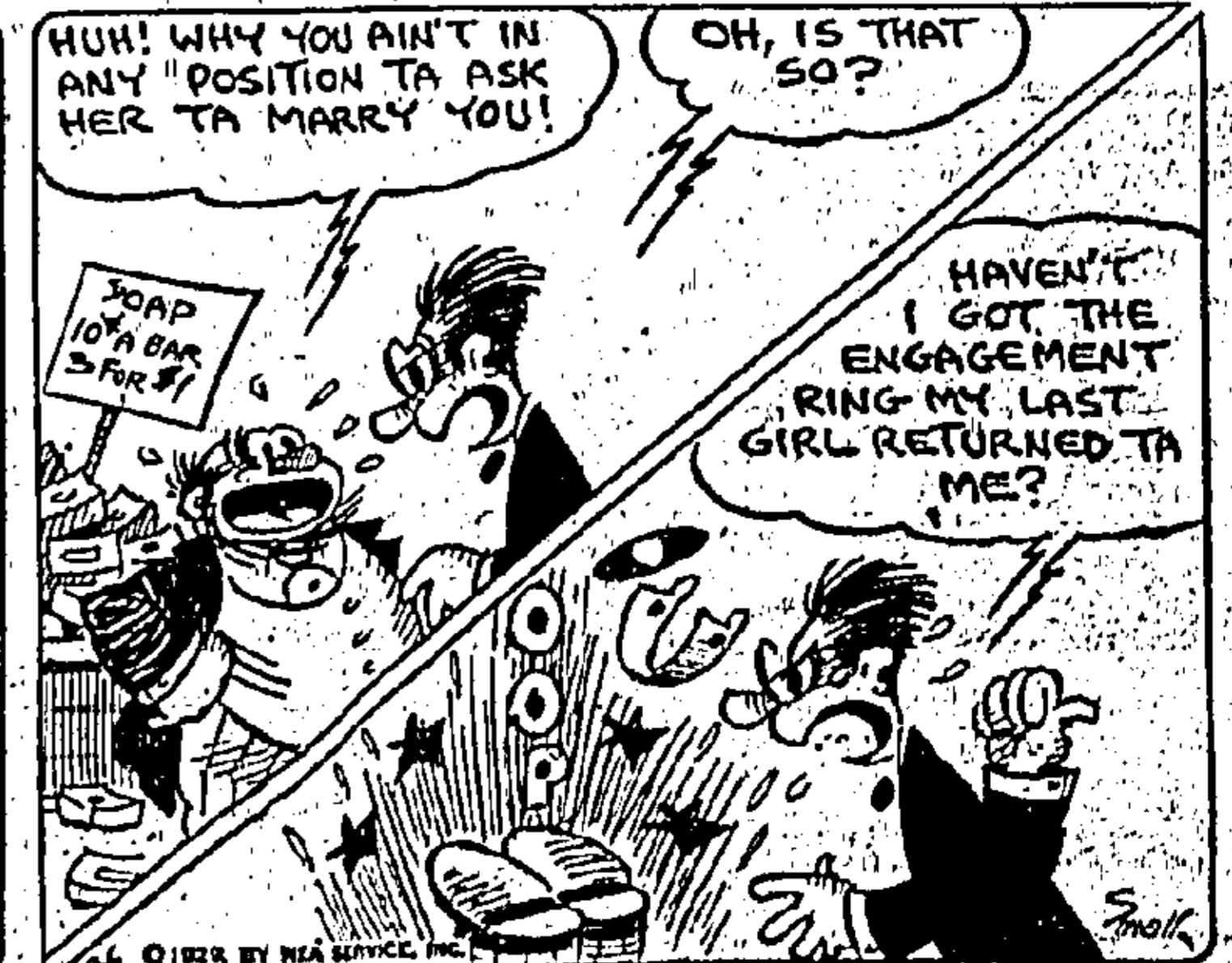
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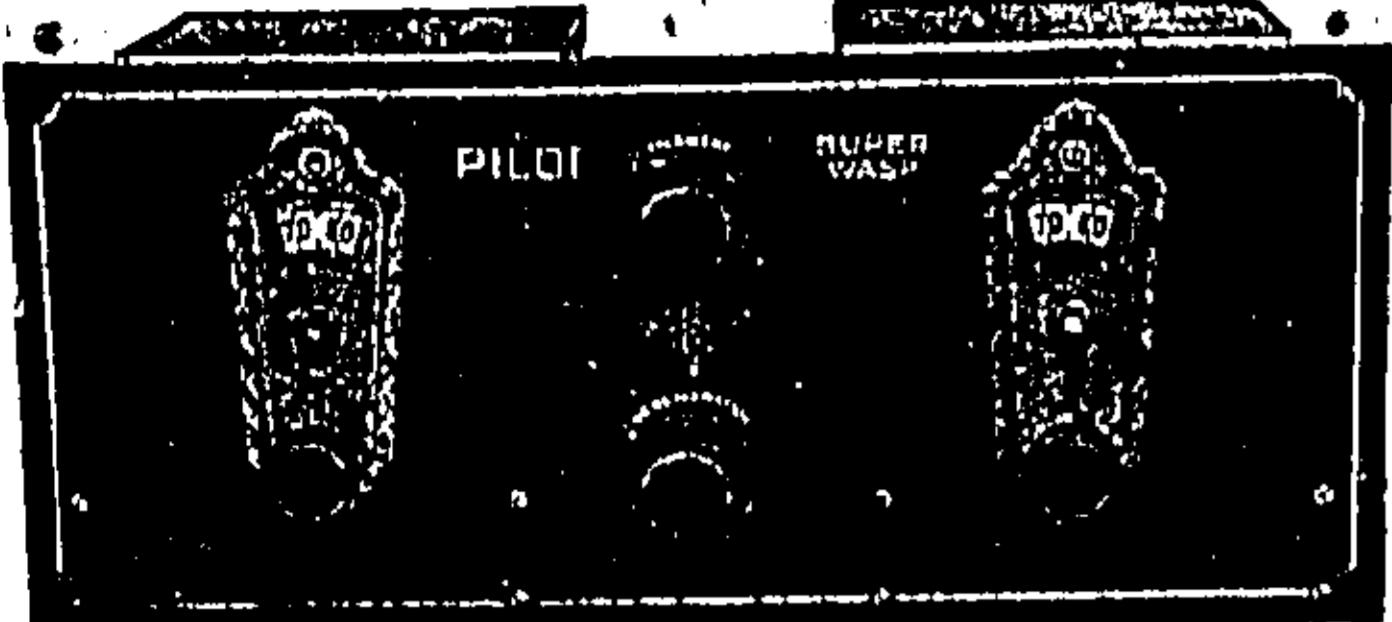


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# QUEEN'S



Commencing To-morrow

**CRICKETERS DINE  
 TOGETHER.**

(Continued from Page 2.)

Speaking of the Shanghai team, Mr. Leach said they had had a very good time. They had got together very well and they would like to stay down for another fortnight and play again (laughter). With regard to throwing, they had a wonderful baseball exponent who had thrown two "fives" (laughter).

Producing the Shanghai flag, and handing it to the chairman, the speaker said he hoped Hongkong would visit Shanghai in May and "give it back to me" (laughter).

**Malayan Skipper Replies.**

Mr. R. B. L. Braddell replied for Malaya. "I have no flag," he said, "to offer for Malaya because we don't possess one. If you want to collect one, come down to Singapore and try to get it (laughter and applause). Last time you came down, I believe, Bostock Hill collected nine wickets for ten runs and I think he can do it again (laughter). At any rate, he will have a good try, and I hope that if Hongkong cannot send a side down, then Hongkong and Shanghai will combine to send a side (laughter), and Japan too" (Renewed laughter).

After saying he was very proud to have skippered the Malaya eleven, the speaker said he would like to mention two matters which struck him. One was the batting of Donald Leach, and the other was the wicket-keeping of "Tam" Pearce (applause). Mr. Braddell concluded by congratulating both Mr. Hancock and Mr. Pearce on their victories. (Applause).

**Mr. Pearce Speaks.**

Tributes to the manner in which every member of the Hongkong team played their part in the two victories were paid by Mr. "Tam" Pearce. He referred to the false position he was in that evening in having to reply to the toast, as he explained that it should have fallen to Mr. Hancock, but it was considered that the latter could not very well reply to the toast he had proposed although he was of the opinion that it would have been rather unique if he had done so. The chairman had mentioned that he would be expected to refer to the Hongkong team, and in the first place he would like to say what a great pleasure it was to lead the team to victory. He was very grateful for the way they had received the toast, and for the way they had turned up that night. The Hongkong team had the gilt taken off the gingerbread by the fact that Hancock was unable to join them in their victory that day. It was a great disappointment to him and to them all, and he thought they were really rather lucky to win. He thought that on the whole the luck went just with them to give them the victory at the end.

It was the usual custom of the Hongkong team to review what the side had done, but it was a little difficult this time, as in looking at the list he thought they could say that everybody had done something. He would however like to mention one or two names which had meant success to the side. He thought that if ever any other side had a Bowker as a bowler they would be a jolly hard team to beat. Bowker was one of those cricketers who is playing all the time, and never lets up or spares himself for a moment. Then there was the grand cricket of Owen Hughes (applause). He was afraid that without him the batting of Hongkong would not have been anything like so formidable as it was. As a matter of fact, before the series started they thought that the batting was their strongest point, but they rather reluctantly had to say that it had been slightly disappointing.

On the whole the same might be said about the fielding. Occasionally it was brilliant, and at other times it slackened off. The bowling came far above expectations, and everybody seemed to get a wicket at just the right time. Mr. Pearce was rather annoyed with himself that he did not come off, but he would like to thank him for his assistance and advice with regard to the changes in the bowling. Col. Wyatt bowled jolly well, and he did not think very many were scored off him. He took very few wickets, but he worked like a trojan all the time. Reid and Fincher also did well, and Richardson who came in at the last moment did his bit when necessary, and did it quite well. The "Baby" of the "family" also came off, and he prophesied a good future for him in Interport cricket.

Mr. Braddell had already been mentioned, but the outstanding cricketer of the series was undoubtedly Mr. Donald Leach (applause), and he thought that his was the best cricket he (the speaker) had seen in that class of cricket for the last 23 years. They must not forget Dr. O'Hara, and Wilson who bowled as well as anybody in the series. Then there

**BURNED TO DEATH.**

**TRAGEDY ON A LOCAL  
 MOTOR JUNK.**

A member of the crew of the motor junk See Yick was burned to death early yesterday morning when she caught fire, whilst returning to Hongkong from one of her regular trips to obtain fish from the fishing junks of Aberdeen.

According to the report made to the police, only a small quantity of fish was obtained from the fishing junks owing to the rough weather. On the return journey, everything went well until the See Yick reached Pukkok off Lamma Island, about 5 a.m. yesterday, when the engine caught fire.

The engine-room was, it is alleged, saturated with oil, with the result that the fire spread with alarming rapidity.

On the boat were altogether six men, five of whom jumped overboard immediately on the warning of fire, but despite the attempts to awake the sixth man, he continued to sleep on, and apparently was left to himself.

Finding that the fire was not burning as seriously as they had expected, the five men clambered back on board after a few minutes, and managed to put out the fire with salt water. They then found the other man, whose name was Wong Kam, burned to death. He was employed on board as a cook, and his age was given as 45.

The five men reached Aberdeen in a dinghy and reported the matter to the police. No. 5 Police Launch was immediately sent out and towed the damaged See Yick back to port.

The master and owner of the junk, Chan Foo, was also burned, although not seriously, and was sent to the Government Civil Hospital suffering from burns to his hands and face, sustained whilst attempting to put out the blaze.

The outbreak is said to have been caused by a back-fire from the engine. There was an extinguisher on the boat, but it proved of no avail.

was Stokes, who played jolly good cricket throughout the week.

In the Malaya side, Braddell played that class of cricket which they always expected from him, and he gave both Shanghai and Hongkong a lot to think about until he was out. Smith really surprised them; they really thought he was a bit of a rabbit when they saw him bowling against Shanghai, but he could assure them that they quite changed their minds when he bowled against Hongkong. Hopkins and Lal Singh also played extraordinarily good cricket, and they were very glad to see Owen Hughes get the latter out with one of his funny balls that morning.

He referred to the statement

made by Mr. Leach regarding the interest taken by the senior people of the Colony in the Interport cricket, and he hoped that would continue in the future. He thought it was really a feature of the cricket of Hongkong where the people took such interest in the matches. He would also like to mention another feature, and that was the way the people guaranteed the money to make the fixture list what it was. Those people gave them no end of help, and he thought that was a jolly good spirit. It was the right spirit, and so long as they had it, cricket was all right in the Colony.

"The Guests."

In calling upon Mr. R. Sutherland, O.B.E., to propose the toast of "The Guests," the Chairman paid a graceful tribute to the man in whom he had fostered the sporting spirit of cricket in the Colony, and said that he had identified himself with the Interport matches as much as possible.

Mr. Sutherland gave the toast in a humorous vein, and said that they would see that he was going in fifth wicket down, and would therefore not expect much from him. They were all out to do what they could to keep the traditions of cricket going, and he would like to supplement some of the names of the old cricketers which the Chairman had mentioned. They remembered Jimmy Mann and Jackson, the demon bowler, Wood and Matthews who was for years secretary of the Shanghai Cricket Club, and Derrick Marshall, father of their friend with them that night. There was Bill Stanion, "father" of the Shanghai Club, whose son was a coming cricketer, whom he was sure they would see in the team very soon.

This sequence of father and son in the teams would only lead to one consummation. In time they would see young Alec Pearce, captain of the Hongkong team.

Referring to the guests, Mr. Sutherland said they welcomed them, and not the least his Honour Sir Henry Gollan, who was their Chief Justice. It occurred to him that if they were ever hard up for umpires, surely Sir Henry was the man they would go to. He was used to making decisions which had to be accurate, whilst in his case if the decision was favourable to the batsman he was out, whilst if he

**"On Top Of The World!"**

Is that how you feel this morning—fresh, buoyant, ready to cheerfully meet whatever comes throughout the day? Or, does it seem instead as though the world is on top of you!

If the latter is the case, most likely the fault is with your digestive apparatus—the liver is clogged. It's astonishing how down-and-out the poisons of constipation make you feel—and how quickly cheerfulness and spirit return when Pinkettes have set matters right.

Laxative perfection, Pinkettes dispel biliousness, sick headaches, liverishness, in a single night. Your chemist sells them, price 60 cents the vial.

**"JOURNEY'S END."**

**MANUSCRIPT AUCTIONED &  
 GIVEN TO NATION.**

London, Nov. 15. The King and Queen, together with the Duke and Duchess of York, last night went to see "Journey's End" at the Prince of Wales Theatre.

During an interval, their Majesties received the author, Mr. R. C. A. Sherriff, and expressed their deep appreciation of the play. They were particularly interested to hear the details of its presentation in so many other countries.

Meanwhile, the original manuscript of "Journey's End," which had been presented, for the benefit of its funds, to the League of Nations Union, was being auctioned at the peace commemoration dinner arranged by that organisation, and after the first bidding the manuscript was sold for £1,500 to Sir Walter Lawrence, who is presenting it to the nation.

Sir Edward Lutyens, the famous architect, has promised to design a casket to contain it.—British Wireless.

said "not out" he was in for a long innings (laughter and applause).

**The Chief Justice.**

The toast was heartily received with musical honours, and in response Sir Henry Gollan said that before thanking them for their hospitality, he must deal with the terrifying suggestion made by Mr. Sutherland. He suggested that he (Sir Henry) might be called upon to act as an umpire, but he could assure them he would be a most incompetent person in that line, for in his case he had to listen to both sides before he could decide (applause and laughter). His experience during the last few days had been that only one side was heard. That was the one where a man called out in various raucous tones "How's that?"

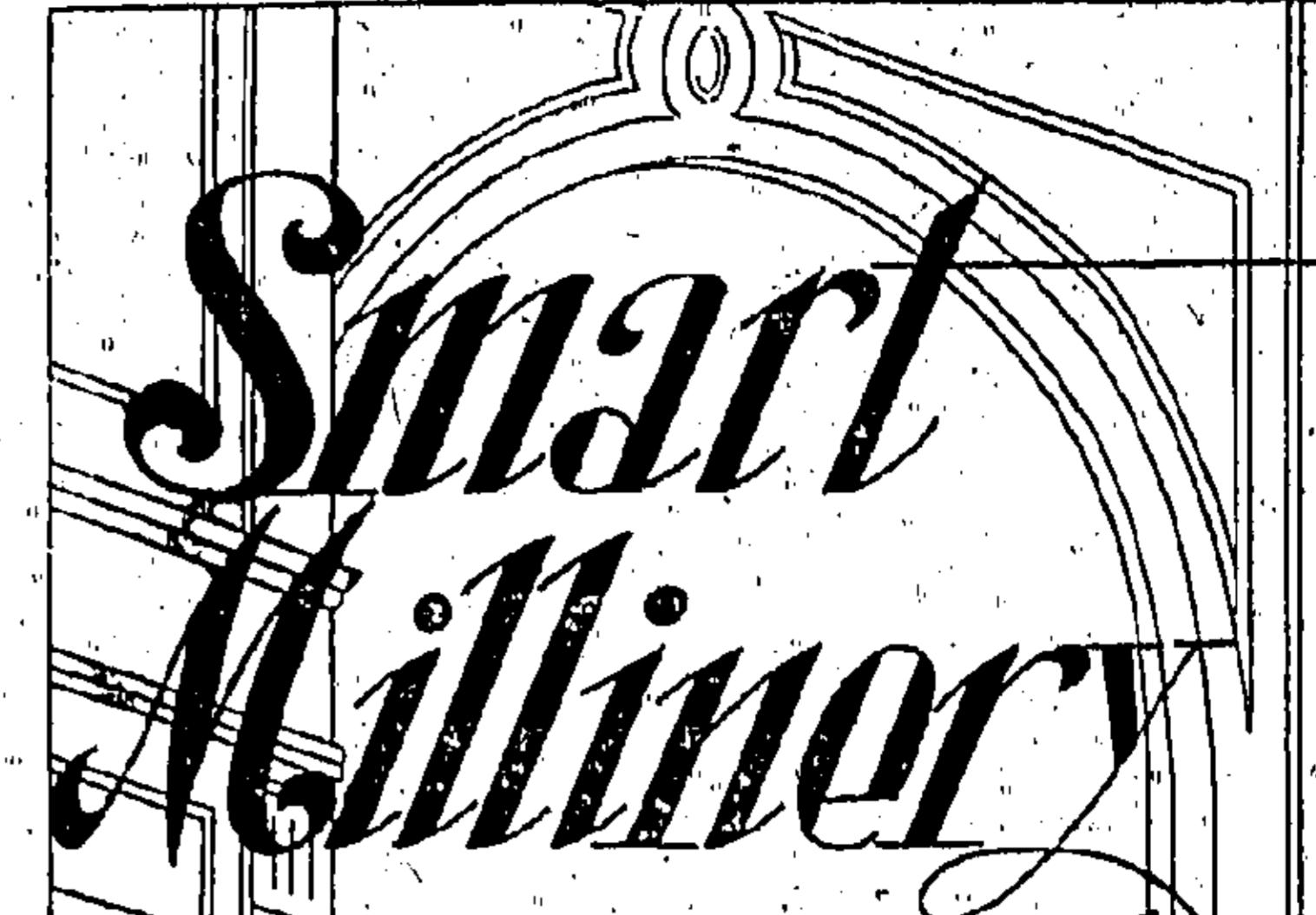
He would, however, like to thank them for their hospitality and for the opportunity given to be present there that night. When he left Hongkong he would take with him many pleasant memories, but no memory would be more pleasant than that occasion, where the spirit of the cricket field was in their midst. There they had batsmen sitting by bowlers, with knives which they used to cut their food instead of disembowelling their foes, and it seemed to him that they could learn a lesson from such an occasion. In his opinion there would not be so much talk about peace, and so many treatises written on pie crusts and scraps of paper, if that spirit of cricket permeated the minds of politicians.

In referring to the feats he had witnessed during the cricket festival, Sir Henry paid a warm tribute to the magnificent fighting innings of Barnes for Shanghai against Malaya. Mr. Braddell he said tried every sort of wile on Barnes, including half volleys on the off and leg, and half volleys on the middle stump. They had heard of the temptations of Saint Anthony, but he did not believe that that historical Saint would have undertaken to have resisted such temptations which were put in the way of Mr. Barnes that day. It was a sight which moved him to greater emotion than he had experienced for some time.

Instead of dreaming dreams, he saw visions. He saw the vision of a statue of Saint Anthony Barnes with this inscription— "Naught tempted him half so much as the 'nought' he made in the Shanghai-Malaya match." (Laughter.)

He thanked them for the pleasant evening and for the pleasant cricket, and he asked them to drink the health of their hosts.

The toast was duly and fittingly honoured.



**Favourite models  
 in new millinery are  
 now displayed at  
 Whiteaways in a  
 tempting array of  
 colors and shapes.  
 Smart and exclu-  
 sive and extremely  
 moderate in price.  
 For every occasion  
 and for every mood,  
 we have just the  
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**\$7.50**

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**Call  
 and  
 Inspect.**

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**G.E.C.  
 GRID & OUT DOOR  
 SWITCHGEAR.**

**S.E. ENGLAND ELECTRICITY SCHEME.  
 BRITISH MATERIALS TO BE USED.**

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co., Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately £500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would be given in in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

**PIRELLI GENERAL**

*Estimates for underground Cables up to 55,000 volts & overhead Transmission schemes up to 150,000 volts given by*

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**"TRIUMPH"**  
 the Motor that never fails you

# TO-DAY'S WANTS

## 25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:

295, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
545, 547, 556, 557, 562, 565, 566.

### MISCELLANEOUS.

YOUNG BACHELOT, fond of sport, would like to join mess either in Hongkong or Kowloon. Falling this, would take accommodation with private family as paying guest. Write Box No. 581, care of "Hongkong Telegraph."

### FOR SALE.

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road).

Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandahs; Two Bathrooms, Pantry, Drying Room, etc., etc.

Write—Box No. 564, care of "Hongkong Telegraph."

FOR SALE—Revere tennis racket, nearly new, complete with cover and press, 13½ ozs. Too heavy for owner. Will accept \$15 or near offer. Write Box No. 585, care of "Hongkong Telegraph."

### MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse, 37, Queen's Road C, 2nd floor.

### BIG GARAGE

TO LET  
NEWLY BUILT.  
MODERNLY  
EQUIPPED

NEXT TO  
STAR  
THEATRE

APPLY—  
GAY KEE  
DAVID HOUSE  
Tel. C. 1482.

### PREMISES TO LET.

TO LET—Five Roomed House TO LET, and Furnishings of same FOR SALE, near Magazine Gap, on Motor Road. Reasonable.

TO LET—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

TO LET—No. 3, King's Park Buildings, Austin Road, Kowloon, four-roomed FLAT with modern conveniences. Apply The Union Trading Co., Ltd., York Building, Hongkong.

TO LET—Immediate occupation Newly Built 7 roomed house in Po Shan Road (above Conduit Road). Modern conveniences. Apply: Union Trading Co., Ltd., York Building.

### TO LET.

Situated within 5 minutes drive from Repulse Bay

### A Large

### EUROPEAN HOUSE

with 13 breezy rooms, with all modern conveniences. Excellent Views from Verandahs, with open Air Swimming pool, Garage and Tennis Court attached. Ready for Occupation.

Apply to—

SANG KEE  
Hongkong Bank Building.

### APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95, to \$130 per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day. European management. Tel. K.357.

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Send Your Friends China Tea for Christmas.  
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Make your selection from the following varieties of Keemun Tea, each packed in quaintly painted boxes. PRICES INCLUDE POSTAGE AND ALL CHARGES.

10 LB. BOX	5 LB. BOX	3 LB. BOX
Painted Wooden Box		
(1) Keemun Black Tea \$25.00	(1) Keemun Black Tea \$12.00	(1) Keemun Black Tea \$8.40
(2) " " " \$10.00	(2) " " " \$10.00	(2) " " " \$7.00
(3) " " " \$17.60	(3) " " " \$9.00	(3) " " " \$6.00
(4) " " " \$13.00	(4) " " " \$8.00	(4) " " " \$4.80
(5) " " " \$13.60	(5) " " " \$7.00	(5) " " " \$4.00
(6) " " " \$12.20	(6) " " " \$6.00	(6) " " " \$3.60
(7) " " " \$11.60	(7) " " " \$5.00	(7) " " " \$3.00
(8) " " " \$10.00	(8) " " " \$4.00	(8) " " " \$2.40

The numbers given above represent the various qualities. Send us the addresses to which you desire us to send the Tea, and your friend will receive your gift at Christmas.

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TEL. C. 4697.

Also Chief Agents for Chung Wah Tea Co., Shanghai.

### CHURCH NOTICES.

For the Twenty-fifth Sunday After Trinity.

### LOCAL SERVICES.

St. John's Cathedral, Hong Kong, 17th November, 1929. Twenty-fifth Sunday Trinity. Holy Communion, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Mattins and Sermon, 11 a.m. Preacher: The Dean. Holy Communion, 12.15 p.m. Evensong, 6 p.m. Preacher: Rev. H. V. Koop. Social Evening in Cathedral Hall after Evensong.

Union Church, Hong Kong. Sunday 17th November, 1929. Sunday Schools, Kennedy Road, 10 a.m. Taikoo, 3 p.m. Morning Service, 11 a.m. (Broadcast Service). Preacher: Rev. F. Short. Hymns, 91, 52, 739, 553, 184. Evening Service, 6 p.m. Preacher: Rev. Horace Johnson, B.A. Hymns, 317, 470, 546, 673.

First Church of Christ Scientist, Macdonell Road below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Mortals and Immortals". The Sunday School is held at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

HONGKONG JOCKEY CLUB.

The Half Yearly General Meeting of Voting Members will be held in the Jockey Club Room, Hongkong Club Annex, on Monday, 18th November, 1929, at 5.15 p.m.

By Order.

C. B. BROWN.  
Secretary.  
Hongkong, 1st November, 1929.

### New Advertisements

HONG KONG GENERAL CHAMBER OF COMMERCE.  
CHINESE LANGUAGE SCHOOL.

A New CLASS for BEGINNERS in the study of Colloquial Cantonese will shortly be formed. Full particulars may be obtained from the undersigned.

M. F. KEY,  
Secretary,  
Hong Kong, 14th Nov., 1929.

### ST. JOHN'S CATHEDRAL

Notice is hereby given that an Extraordinary General Meeting of Shareholders and Subscribers will be held in the Cathedral Hall on Thursday, 21st inst. at 5.30 p.m.

(1) To consider, and if thought necessary, approve of the proposed Church of England Trust Ordinance, a copy of which can be seen at the Cathedral Hall or on application to the Hon. Secretary.

(2) To elect two persons to represent St. John's Cathedral or the Body of Trustees to be constituted by the proposed Ordinance.

By Order of the Church Body,  
W. L. ATTENDEN,  
Hon. Secretary.

ST. STEPHEN'S COLLEGE, STANLEY.

The New School Year begins on Tuesday, 3rd Dec.

hostel will be occupied before that date and this will provide additional accommodation for boarders. The health of the students has been very good indeed. New boys, boarders or day-boys, should send in their names as soon as possible, when arrangements will be made to bring them to Stanley on Saturday, 30th November for an Entrance Examination at 9.30 a.m.

Prospectus and entry-forms can be obtained from the Warden, or from Mr. Li Hoi Tung, Banker & Co., Bank of China Building.

PEAK TRAMWAYS CO., LTD.

### NOTICE.

No late cars will run after 12.05 to-night Friday, 15th November.

By Order.

C. B. BROWN.  
Secretary.

5. Wyndham Street, 1st floor.

Hongkong.

### NOTICE.

Members of the a.s. "Patriotus" will act, a little concert among themselves for the benefit of the ship's crew in the Lounge of the Palace Hotel, Kowloon, on Saturday night at 9 p.m. Among the items will be two monologues entitled "Devil May Care" and "Aristocrat". The latter is taken from the French Revolution.

M. F. KEY,  
Secretary,  
Hong Kong, 14th Nov., 1929.

### ST. JOHN'S CATHEDRAL

The Undersigned, former chief engineer of the Fiat Garage, wishes to announce that he is opening a garage to be known as LANCIA GARAGE and will undertake any kind of repairs and storage. All repairs will be done under his personal supervision.

Satisfaction guaranteed.

CESARE BORANDI.

OPENING ON NOV. 16, 1929.

LANCIA GARAGE

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The Undersigned, former chief engineer of the Fiat Garage, wishes to announce that he is opening a garage to be known as LANCIA GARAGE and will undertake any kind of repairs and storage. All repairs will be done under his personal supervision.

Satisfaction guaranteed.

CESARE BORANDI.

### HONGKONG ST. ANDREWS SOCIETY.

In view of the forthcoming Ball, members and guests are reminded of the two Practice Dances which will be held in the Peninsula Hotel on Tuesdays, 19th and 26th instant at 5.30 p.m.

Those attending are requested to present the perforated section of the Invitation Cards.

E. M. BRYDEN.

J. S. DRUMMOND.

Joint Hon. Secretaries.

### "PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation.

Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses, Two lifts.

Apply to—  
CREDIT FONCIER  
EXTREME-ORIENT.

### MRS. SEKAI MASSAGE

5. Wyndham Street, 1st floor.

Hongkong.

### HONGKONG JOCKEY CLUB.

The Eighth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 16th November, 1929, commencing at 2 p.m.

The first bell will be rung at 1.30 p.m.

The charge for admission to the Public Enclosure will be \$1 for all persons including Ladies.

Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday, 15th November, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tie Tac Men, & will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

### LOCAL BILLIARDS.

REMEDIOS MAKES GOOD BREAK OF 40.

A friendly match was played between billiard teams from St. Patrick's Club and the Dockyard Recreation Club at the St. Patrick's Clubrooms on Wednesday night. Neither of the teams were at full strength, and a more exciting match is anticipated between them at the D.R.C. next week.

L. E. Remedios, Captain of St. Patrick's, made a break of 40, and his team won by 900 to 516. Scores were:

St. Patrick's—S. M. Cruz (Jr.) 150, F. M. Cruz 150, L. E. Remedios (Capt.) 150, E. L. Barros 150, H. Painter 150, E. Remedios (Jr.) 150, Total, 9



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**AT**  
**WHITEAWAYS**

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We have imported this Season the largest selection of Toys, Dolls, Games of all description ever displayed in Hong Kong. Our buyers have scoured the markets of the World to obtain the latest novelties, and a visit to our **BIG STORE** will convince you.

**EARLY DISPLAY.**

We are making this early display so that you may make your selection now. By so doing you are enabled to secure ample choice, because however large stocks may be, as the Christmas season draws nearer, they will naturally be depleted and the selection will be smaller. Lines sold out now cannot be repeated this season.

**SHOP NOW AND AVOID DISAPPOINTMENT.**

**GOODS PURCHASED NOW STORED TILL CHRISTMAS.**

Following our usual custom, we will pack and store any goods purchased now until you require them. On receipt of a telephone message they can be delivered, or instructions may be left when purchased for the parcel to be delivered on a certain day.

**SHOP NOW IN COMFORT AND AVOID THE CHRISTMAS RUSH.**  
**TOYS FOR THE BOYS, TOYS FOR THE BABY,**  
**DOLLS FOR THE GIRLS, BOOKS FOR BOYS & GIRLS,**  
**CRACKERS & NOVELTIES FOR THE PARTY.**

Our selection of crackers and party novelties is the largest in town. We have a splendid assortment of Masks, Noses, Squeakers of all kinds, Surprises, Tricks, Streamers, Confetti Etc., Etc. ALL REASONABLY PRICED.

**DO YOUR CHRISTMAS SHOPPING NOW**

**AT**

**WHITEAWAYS.**

1878-1929  
A FAVOURITE FOR OVER  
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THE CHOICE OF MILLIONS  
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An achievement in  
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CENTRAL POSITION  
Competent Service  
MODERATE RATES

FIAT GARAGE

67, Des Voeux Rd. C. Tel. C.4821.

MAGISTRATE AND  
DETECTIVES.

"ALL THE CARDS SHOULD  
BE ON THE TABLE."

An American citizen, Edward Mello, aged 37, a tailor, of Clarges-street, Piccadilly, was charged before Mr. Dummett, at Marlborough-street recently, with being a suspected person loitering in Piccadilly with the object of picking pockets.

Evidence was given by Detective-Sergeant Scott, Detective-Sergeant Stenning, and Detective Fairbrother, of Scotland Yard, that Mello was seen to mount three omnibuses outside the Piccadilly Hotel before they came to a standstill, go up two or three stops, and then return and hustle male passengers and attempt to pick their pockets. When he was arrested he replied, "You have made a mistake. I was waiting for Monty Banks, the film star." When searched he had on him £12 16s. 4d. including a £5 note and six £1 notes, and a cheque made out in his favour for £30.

Sergeant Scott, cross-examined, said that he had not heard of a man named Klein in connexion with the case.

Mr. Edmund O'Connor (defending)—Did you know Monty Banks was a friend of Mello?—No.

When you got him to the police-station did you leave him in charge of the station sergeant, and say you would be back in five minutes?—Yes.

And you and your colleague left the station?—Yes.

You had not charged him then?—No.

Did you come back half an hour or 35 minutes later?—No, not more than two minutes. We went to the omnibus stop to see if there were any more suspicious people hanging about who might have been connected with this man. It is the usual course.

Officer's Notebook.

Mr. Dummett—Why was not a charge made at once?—The officer in charge was busy.

Mr. O'Connor—In fact, you did not know what to charge him with.

He then referred to a call Mello made at Scotland Yard the previous Saturday night for his money, and Sergeant Scott denied that Mello said, "The man who 'framed me up' is likely to frame you up also."

Mr. O'Connor—Did he say, "He owes me £500, and he sent me £200 some time ago when I was lying ill"?—He did not say anything to me about that.

Do you know that a man named Klein had been to Scotland Yard?—I have heard nothing about it.

Detective-Sergeant Stenning said that Mello was left at the police-station for ten minutes, while he and Scott went back to Piccadilly.

Mr. O'Connor—Did you discuss with Scott what you should charge him with?—No.

Mr. Dummett asked Stenning about his notes of the case in his note-book, and said, "All the cards should be on the table. We want to know why he was left in the station for ten minutes."

Three or four minutes," said the detective.

Mr. O'Connor, after reading the note-book, pointed out that there was not one word about leaving the man in the station and going out to look for confederates.

In answer to further questions, the officer said that Mello went to Scotland Yard the previous Saturday night and said: "You know I am not a thief." He knew nothing about Klein, and it was absolutely foreign to him that Klein had "framed" this charge against Mello.

Mr. O'Connor asked for a remand, remarking that he case was a very important one. Mello was remanded on bail.

COURT AS OFFICE.

HATRY SHARE SCANDAL.

London, Oct. 7. Clarence Hatry and his co-defendants, Edmund Daniels, Albert Tabor, and John Dixon, who were involved in the sensational share scandals, appeared at the Guildhall Police Court to-day, and were remanded till Friday.

Then the court was cleared and turned into an accountant's office. The large table was heavily laden with ledgers, account books, and documents, and the defendants settled down for a day's conference with Sir Gilbert Garnsey, the well-known accountant.

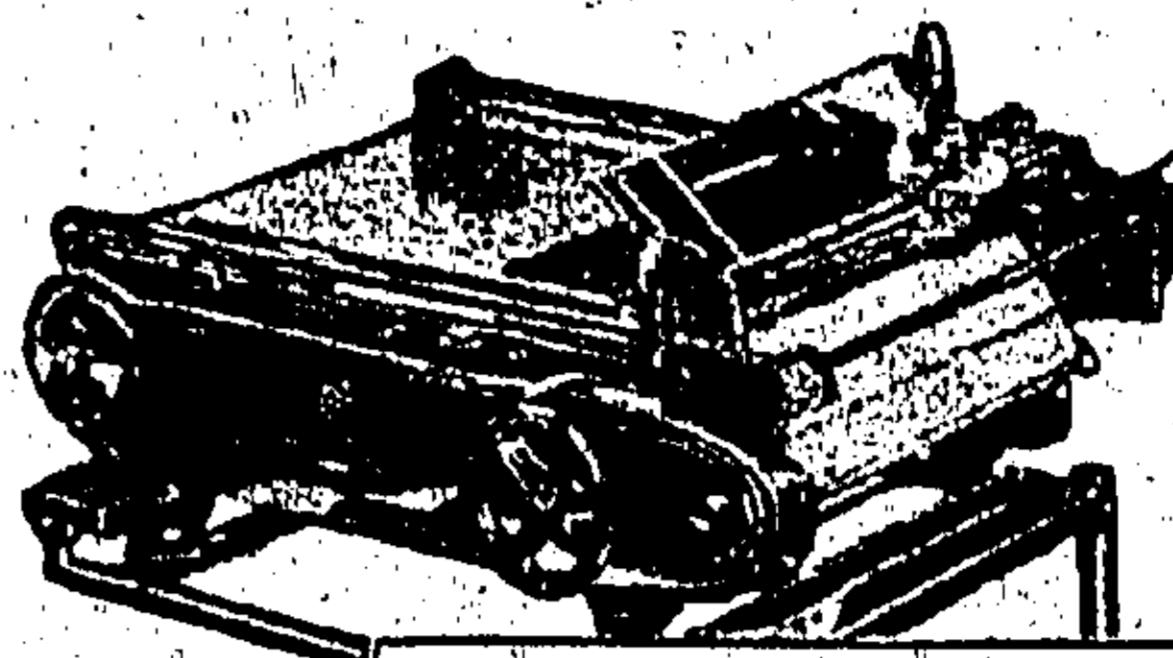
Answered Readily. The proceedings were informal and friendly, and continued throughout the day. Much business was got through, the defendants showing great readiness to answer questions. Hatry displayed his usual alertness of mind.

When he was leaving, Sir Gilbert Garnsey shook hands with the defendants, and thanked them for their assistance.

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St. Stephen's College  
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Hongkong Club  
Hongkong Cricket Club  
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U.S. Recreation Club  
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HOSPITALS

Victoria Hospital  
Matilda Hospital  
Alice Memorial Hospital  
New Tung Wah Hospital  
Nursing Home, Canton

OTHER BUILDINGS

Repulse Bay Hotel  
Mountain Lodge  
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All systems are designed by experts thoroughly acquainted with local conditions and requirements.

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All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

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We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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**KOLYNOS** on a dry brush removes fermenting food particles, dissolves film, destroys dangerous germs, guards against tooth-ache, decay and gum infection—leaving the mouth refreshed and healthy for hours afterwards.

Try Kolynos and you will say "How clean my mouth feels."

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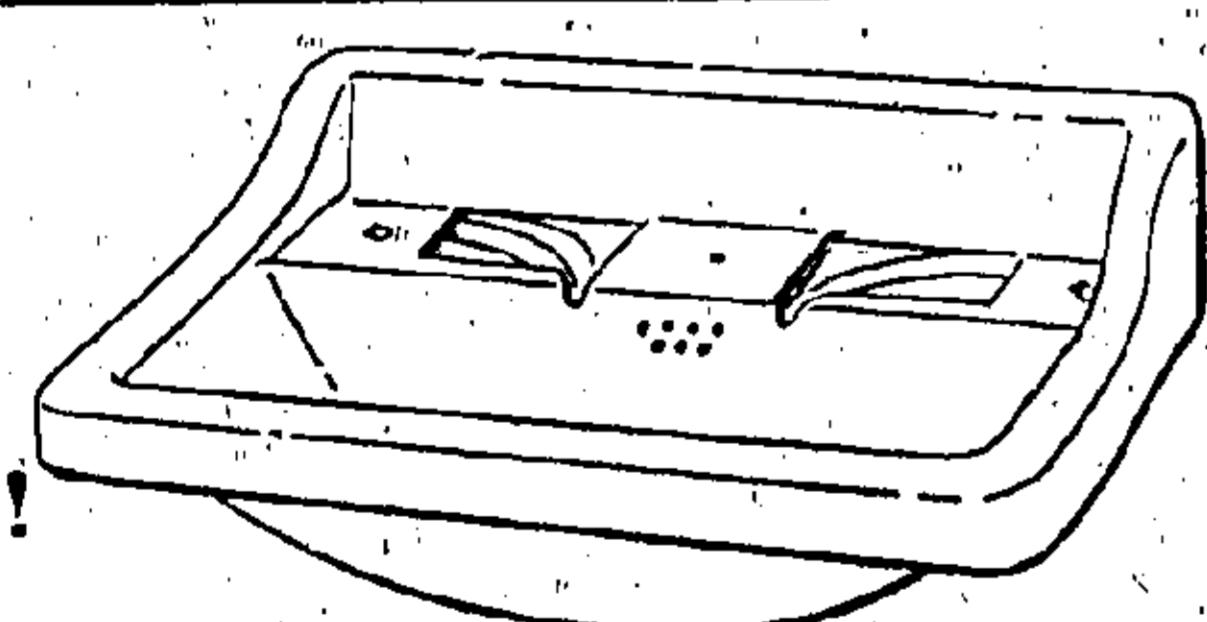
## WHITE and COLOURED FELT HATS JUST RECEIVED

AN ATTRACTIVE SELECTION  
COMPRISING THE LATEST  
STYLES AT—

MODERATE PRICES

## YEE SANG FAT

ASK  
FOR  
OUR  
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## WASH-HAND BASINS

ALWAYS IN STOCK

LEE YU KEE Showroom—24B, Des Voeux Road, Tel. C. 1688  
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**QUINCIN**  
UNIVERSALLY RECOMMENDED FOR  
INFLUENZA,  
NASAL CATARRH,  
COLD IN THE HEAD,  
INSTANT RELIEF  
NEVER BE WITHOUT IT.

**THE PHARMACY**  
(FLETCHER & CO. LTD.)  
A.P.C. Building. Tel. C. 345.

## WOMAN'S WORLD FOR OUR LADY READERS.



For trimming distinguishes new evening coats from Paris. A beautiful evening ensemble (left) which strikes a very new note is made of faile printed in tones of pink and green; the short coat is heavily outlined in black fox fur. An informal evening ensemble (right) is made of printed velvet, green on a black background. The coat shows the new train effect and is bordered with fur to accentuate the movement.

### Your Children.

[By Olive Roberts Barton.]

Not many people know that the thing that swings our lives out of balance more frequently than most other things put together is fear in one of its forms.

Specialists trace almost every complex back to it, pathologists look instantly for the "fear cause" in trying to straighten out mind affections—educators in child training lay all other things aside until they have convinced parents that first, last, and all the time, children must be kept clear of every form of fear.

Now, fear is a big word. It's like sickness. There are dozens of kinds of illnesses—and there are dozens of kinds of fear.

Roughly it can be divided into two classes. One is made of things that can be seen, or felt, or heard, such as water, animals, tramps, fire, punishment, pain, thunder, lightning, and height. These objective fears can be avoided altogether by using a little common sense when children are very little.

#### Combatting Children's Fears.

Most parents are aware now of the absolute necessity of keeping these fears from ever having a beginning; also, if a child has unfortunately picked up an obsession, they've learned a lot about combatting them until they are forgotten, such as getting him ac-

customed to the sight of animals by gradually showing him how kind they can be.

The other fears are not so easy to deal with.

New things—strange things—frighten some children into unpleasant experiences. A child sterics. Why, nobody knows.

If a child is sensitive to new impressions, I should always take the precaution to prepare him, gently and without alarming him, so that any real shock may be avoided. It takes so little to upset a nervous, high-strung child.

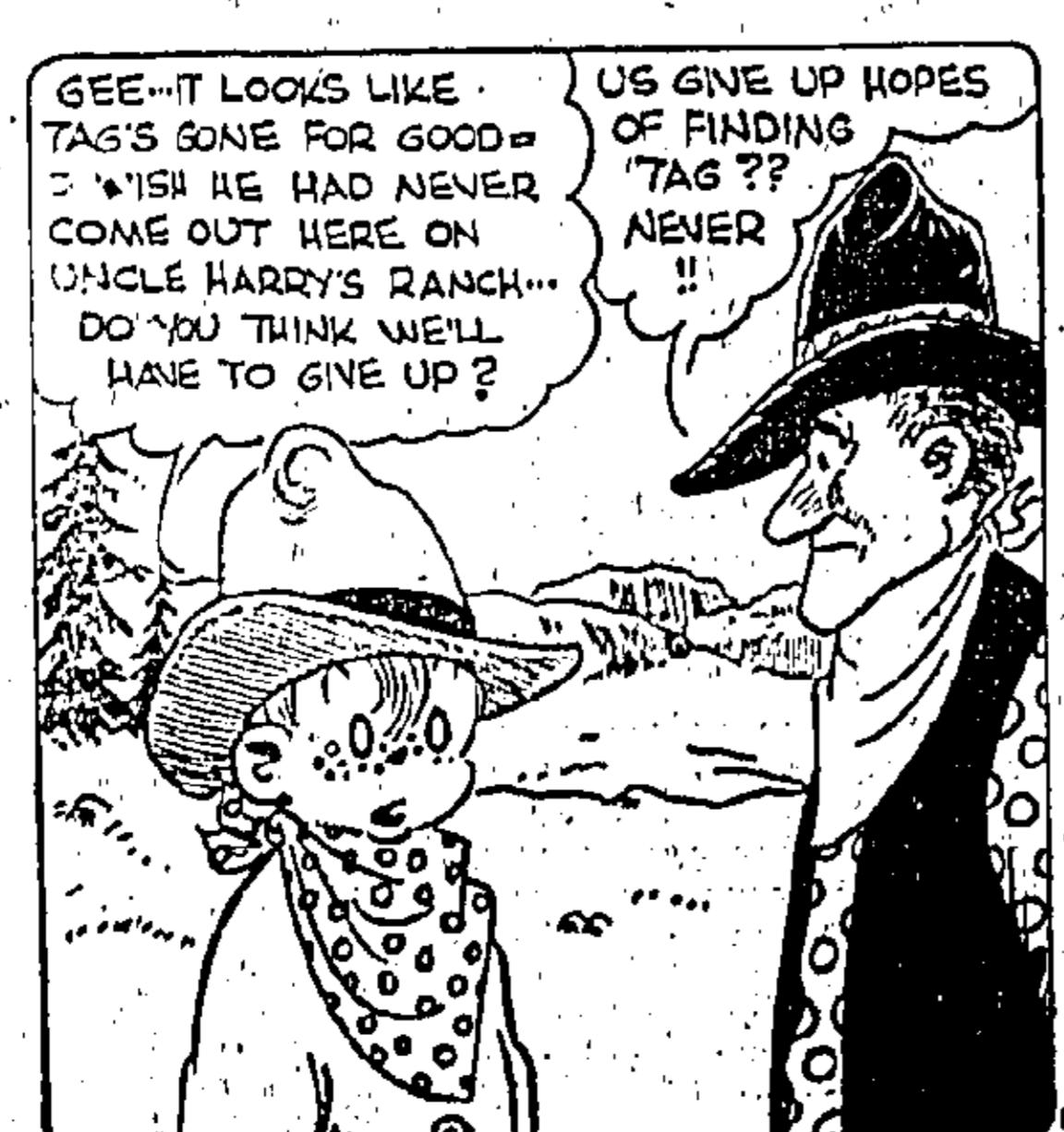
#### When Strangers Come.

If a child is frightened at strange people, I'd get him accus-



In its new draped form, the beret is quite charming and extremely becoming to most faces. Here are two effective models: The first is fashioned from alternate strips of cigar-brown and beige velvet—very soft velvet, pliable as satin. The second, in deep purple chiffon velvet, is exquisitely relieved with touches of silver-embroidered ribbon.

### FRECKLES AND HIS FRIENDS

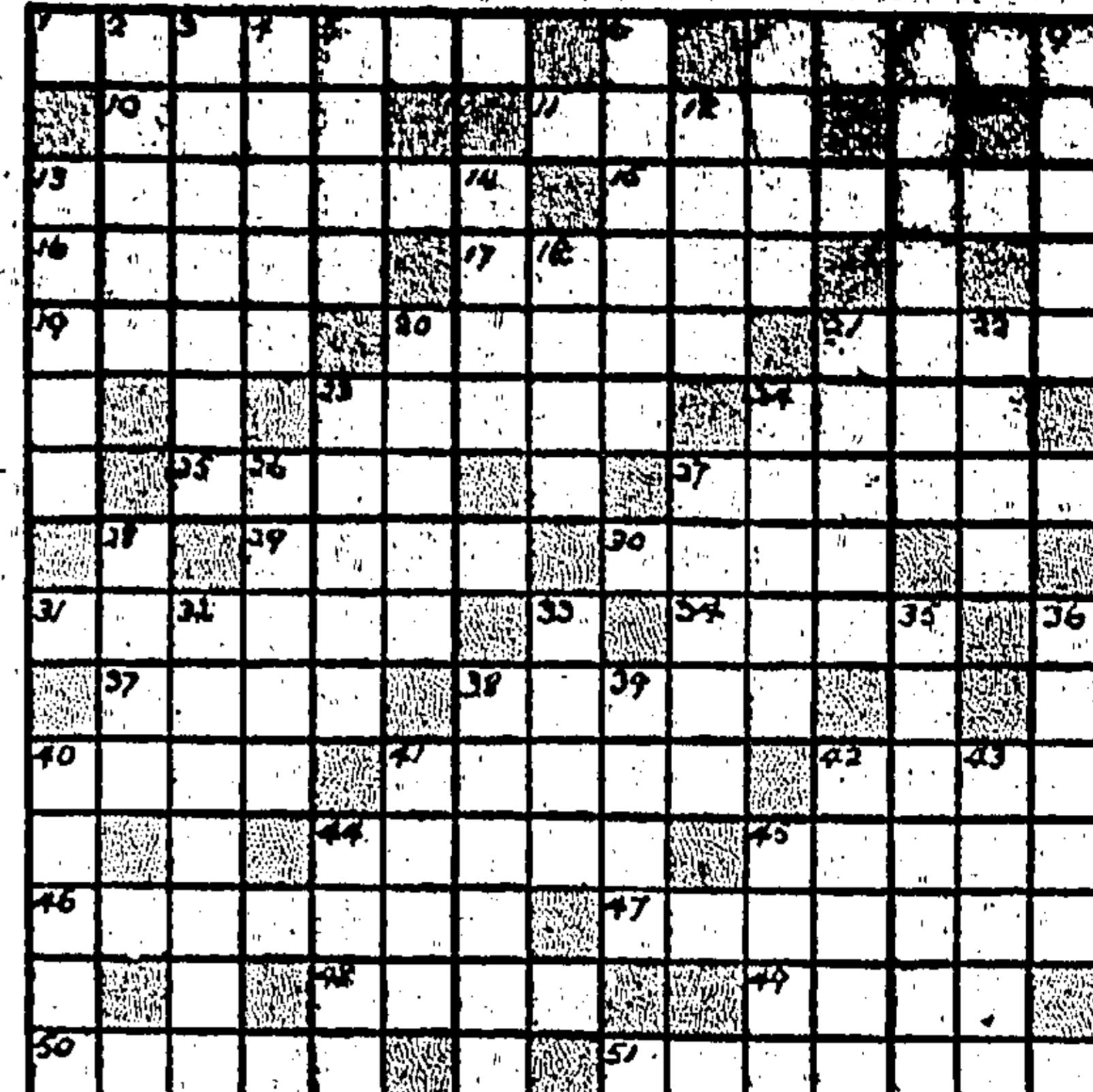


### Try Again!



By Blosser

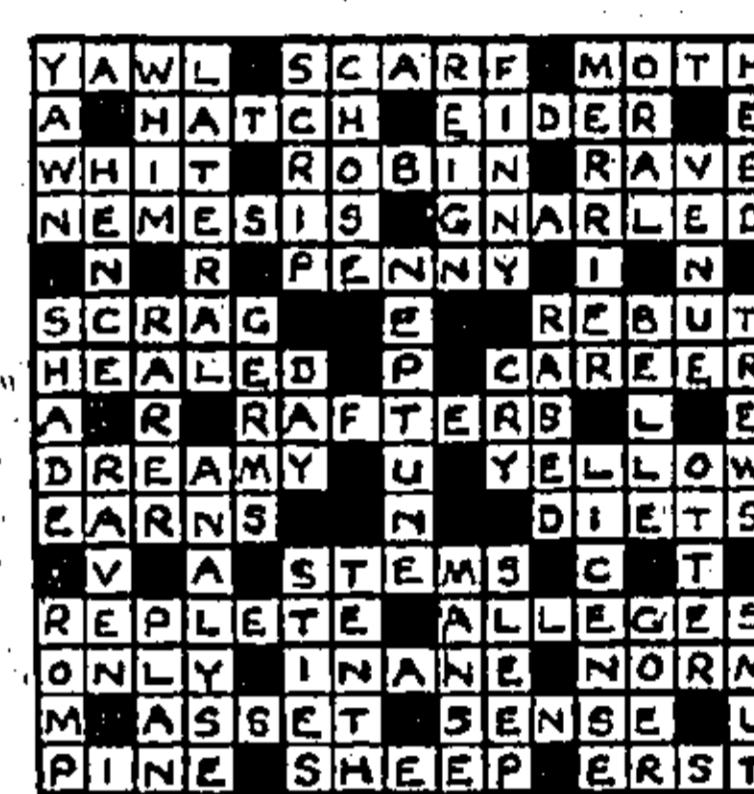
### OUR NEW BRITISH CROSSWORDS.



#### Across

- 1 Across. The universe.
- 2 Across. Filament.
- 3 Across. Yield.
- 4 Across. Confiscating.
- 5 Across. Moved with haste.
- 6 Across. Cajoled.
- 7 Across. The best.
- 8 Across. Ireland.
- 9 Across. Salty.
- 10 Across. Ascend.
- 11 Across. Noted.
- 12 Across. Curved.
- 13 Across. Painful ailment.
- 14 Across. Time.
- 15 Across. Utilised.
- 16 Across. Fling.
- 17 Across. Entangled.
- 18 Across. Weapons.
- 19 Across. Reried.
- 20 Across. Secret.
- 21 Across. Period of time.
- 22 Across. Ridiculous parade.
- 23 Across. Hovel.
- 24 Across. Less good.
- 25 Across. Barely decipherable.
- 26 Across. Ask.
- 27 Across. Lacks nourishment.
- 28 Across. Run away from.
- 29 Across. Pace.
- 30 Across. Ventured.
- 31 Across. Privileges from the crown.

Yesterday's Solution.



## QUEEN'S FOLIES



Commencing To-morrow

## "RICKSHAW" BRAND CEYLON TEA

Cheapest and Best

From all leading Compradores.

**Watson's  
DRY  
GINGER  
ALE**



IS UNEQUALLED — WHETHER AS  
A REFRESHING NON-ALCOHOLIC  
BEVERAGE — OR COMBINED WITH  
WHISKY, BRANDY OR GIN.

Prepared from our own special formula.

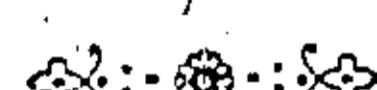
NO HOUSE SHOULD BE WITHOUT IT.

**A. S. WATSON & Co., Ltd.**  
AERATED WATER MANUFACTURERS  
ESTABLISHED 1841.

## WAGNER

### The Ring of the Nibelungs "THE VALKYRIE"

A Representative series of selected passages  
from the Music Drama  
Album No. 47.



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Selected Passages  
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**UNDERWEAR**



Jaeger Pure Wool underwear is  
dependable undergarments that will  
render good service. Made from  
beautiful soft Scotch wool in  
Vests with half sleeves long leg  
pants or Combinations.

Jaeger woollen slippers  
with leather soles.

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**Lane, Crawford, Ltd.**  
MEN'S WEAR STYLISTS.

## NOW IS THE TIME TO GET YOUR **FRIGIDAIRE**



THERE ARE DOMESTIC  
MODELS OF FROM FOUR  
TO EIGHTEEN CUBIC FEET  
STORAGE CAPACITY.

OVER  
**1,000,000**  
IN USE THROUGHOUT  
THE WORLD.  
**DODWELL & Co., Ltd.**

Sole Distributors  
HONG KONG & S. CHINA

### BIRTH.

**MCCORMACK.**—On the 14th November, at the Peak Hospital, Hongkong, to Mr. and Mrs. J. McCormack, a daughter.

## The Hongkong Telegraph.

SATURDAY NOV. 16, 1929.

### JUVENILE OFFENDERS.

In a spirit to which no exception can be taken, and with a full realisation of the difficulties of the problem, an outport resident to-day raises, the question of the treatment of juvenile offenders in Hongkong. Concern is expressed regarding the future of lads committed to prison, and there is some criticism of the ordering of corporal punishment for minor offences. The correspondent does not content himself merely with criticism: he goes on to urge the necessity of "after-treatment" for these young offenders, in which connexion he throws out the suggestion that this matter could well be taken in hand by some voluntary Association, in conjunction with the Government. Something, he feels, could be done if residents of the Colony really cared about it.

The question raised is an old one, but it is none the less important on that account. Indeed, the very fact that the problem remains unsolved is sufficient argument that it should be seriously faced. It is obvious from reading the reports of cases which from time to time come into Court that the question of what to do with these young offenders causes very real concern to our magistrates, just as it does to the police. The mere sending of a lad to gaol does not touch the root of the problem. All that is accomplished by this means is punishment for the offence. There still remains the larger issue of what is to become of the younger offender when he leaves the prison. Incidentally, we should like to make it quite clear that these youths are not thrown into gaol alongside the old lags; they are kept quite apart, and, what is more, they are even given educational facilities whilst undergoing incarceration. That disposes of one point raised by our correspondent. The real problem, however, is, as we say, what the future of these lads is to be. It is quite conceivable that a boy sentenced to a term of imprisonment, and possibly caned as well, will, in his resentment,

develop into a hardened criminal. He might, moreover, become a disgruntled citizen, easy prey for agitators in our midst. However that may be, there is, under existing conditions, no satisfactory machinery for dealing with such a case as the lad of fifteen who had spent most of the past three years in gaol, who was without parents and who, although given a free hawkers' licence, had no money with which to start in business. It is this type of young offender who presents the real problem.

That the Colony is not devoid of humanitarian instincts is proved by the existence of the Street Boys' Club, formed some three years ago under police control with a view to providing a home, honest employment and regular meals for homeless Chinese boys under the age of 18 years who otherwise would be forced to sleep in the street and sooner or later get into trouble for hawking without licences or committing petty thefts. Such lads are granted a small sum from the Police Poor Box for the purpose of purchasing clothes, are given free hawkers' licences and are loaned a small amount with which to start business. They are, moreover, encouraged to save part of their earnings. Excellent as the work which this institution accomplishes, it does not touch the case of the young offender, although boys who have been arrested and discharged in Court have been admitted members. Obviously what is needed is the establishment of a reformatory or an institution run on Bostal lines. In times past, Hongkong has had more than one Reformatory, but, for reasons which are not clear, such institutions no longer exist in the Colony.

There is certainly a fine opportunity for social work in taking up the case of these young offenders. If the Government took the initiative we feel sure that there would be no lack of response.

### Interport Success.

Hongkong's hard-won victory over Malaya brings the closure to another brilliant chapter in the history of interport cricket; a chapter which reflects the highest possible credit on all concerned. Old stagers will wrack their memories in vain to recall an earlier Festival which provided such equally thrilling struggles in succession, or in which the spirit of the grand old game was more truly made manifest, and it goes without saying that the team capable of a double success in such an atmosphere is worthy of the warmest congratulations. The honour fell to Hongkong; yet it might very easily have gone to the Malaysians, who were twice defeated. The acknowledgment, we are sure, will be no small comfort to an eleven which disported themselves as did Mr. Bradell's men, who "found 'joss," which can be the all-important factor in a crisis, against them for the greater part of the time, and yet disengaged in this a stimulus to strive the harder. Malaya gave us, much good cricket, but they will be best remembered for their wonderful fight against Hongkong in the face of arrears of 155 runs on the first innings. When Bradell and Jansen went in yesterday morning, Malaya were only 19 runs on with three wickets to fall, a time for restraint, seemingly. Not for Malaya! They attacked the bowling with such vigour and enterprise that until Owen Hughes came on and again did what we barely dared to hope, visions of another sensational reversal of positions had begun to appear. Hongkong survived the critical period, however, and went on to secure a fine win. We think it will be agreed that they deserved their success. The recovery against Shanghai was a brilliant effort, while their 303 to Malaya, the highest total of the Festival, was obtained with remarkably few blemishes. The biggest figure was, undoubtedly, Mr. Harry Owen-Hughes, who not only scored a century, the first obtained for Hongkong for many a long day, but twice broke into Malaya's second innings with remarkable success, and also laid the foundation for Hongkong's fine knock against Shanghai. He topped both the batting and the bowling averages for the three teams, and is to be heartily congratulated. The high standard of play attained throughout should give a distinct fillip to Hongkong cricket. It was a standard which will not be easy to maintain.

The reports of how much ransom was paid vary, some quoting half a lakh of dollars. On the contrary, some suggest that the perpetrators were frightened by police pressure and let Mr. Brenner escape without police permission.

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### DAY BY DAY.

BE NOT DIVERTED FROM YOUR DUTY.  
BY ANY IDLE REFLECTIONS THE  
SILLY WORLD MAY MAKE UPON YOU,  
FOR THEIR CENSURES ARE NOT IN  
YOUR POWER, AND CONSEQUENTLY  
SHOULD NOT BE ANY PART OF YOUR  
CONCERN.—Epictetus.

The Gazette contains a complete list of authorised architects.

It is notified that Mr. E. R. Dorey remained duty as a Government Analyst on the 7th November.

It is ordered that a valuation of the tenements in the Colony for the year commencing 1st July, 1930, shall be made before the 30th day of April, 1930, or as soon thereafter as may be.

The forthcoming wedding is announced of Mr. Edward John Hanckin, master mariner, c/o. Messrs. Butterfield and Swire, Hongkong, to Miss Florence Banks, of the Raffles Girls' School, Singapore.

Three lots of Crown land situated at Tai Kok Tsui are to be sold by auction on December 2nd. They are Kowloon Inland Lots 2275, 2276 and 2277, and the respective upset prices are \$29,068, \$6,510, and \$16,380.

The Observatory returns for October show that the average mean temperature was 76.6, the highest being 86.1 and the lowest 69.5. There were 238.6 hours of sunshine and 0.140-inch of rain, whilst the average humidity was 69%.

The following forthcoming wedding is announced: Mr. Franz Joseph Huber, engineer, No. 3, Banoo Building, Kowloon, to Miss Emma Link, Allee 85, Siemensstadt, Berlin, who is travelling to the a.s. Saarbruecken.

As the result of a fall through a manhole in Swatow Lane yesterday, a Chinese woman was removed to hospital with a broken leg. It was stated that the cover of the manhole gave way when the woman trod on it, and brought about the nasty accident.

The Harbour Master notifies that the Royal Air Force will carry out bombing practices from aeroplanes between the 19th and 22nd November, on Gau Tau Island. The practices will take place daily from 9.30 a.m. to 1 p.m. The danger area will be seven hundred yards from the centre of the island.

The health bulletin of Eastern Ports issued by the Director of Medical and Sanitary Services shows the following cases of infectious disease for the week ending November 9.—Plague, Alexandra 2 cases, 1 death; Rangoon one death and Cheribon one case. Cholera, Calcutta 74 cases and 48 deaths; Taticorin one case one death; Pnom Penh seven cases four deaths; and Swatow three deaths. Small-pox, Berbera five cases four deaths; Bombay three cases three deaths; Calcutta two cases two deaths; Cochinchina 28 cases two deaths; Madras 21 cases four deaths; Moulmein one case one death; Pondicherry two cases two deaths; Batavia six cases five deaths; Belawan Deli one case; Pnom Penh one case and Shanghai three cases one death.

Tientsin, Nov. 15.—Seven arrests have been made in connexion with the kidnapping of Mr. Aaron Brenner, who returned to his home on Wednesday. The woman who has been held in custody since Mr. Brenner's disappearance was released yesterday, after being obliged to furnish guarantees that she would not leave Tientsin without police permission.

The reports of how much ransom was paid vary, some quoting half a lakh of dollars. On the contrary, some suggest that the perpetrators were frightened by police pressure and let Mr. Brenner escape without police permission.

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### EXCHANGE RATES.

	London, Nov. 16.	12.36
Paris	4.87 27/32	
New York	34.875	
Brussels	25.105	
Geneva	12.083	
Amsterdam	93.20	
Milan	20.895	
Berlin	18.155	
Stockholm	18.205	
Copenhagen	34.685	
Oslo	18.205	
Vienna	164%	
Prague	164%	
Helsingfors	34.00	
Madrid	108.25	
Lisbon	375	
Athens	814	
Bucharest	5.13/16	
Rio	464%	
Buenos Aires	1/6.27/32	
Bombay	2.24	
Shanghai	1/8.14	
Hongkong	2/0.1/16	
Yokohama	2/0.1/16	
Silver (spot)	22.9/16	
Silver (forward)	22.5	
	British Wireless.	

### RETURNING HOME.

The Best Thing about Going Away.

"The best of going away is in getting home again." This was never noticed before, surge in upon him. He finds that America has an odor, or rather a whole gamut of odors, peculiar to herself, and that is something that a thousand years of residence in America alone would never have taught him. He finds that she has a sky of immeasurable loveliness, sunlight like molten gold, dawns and sunsets vivid beyond comparison, horizons incandescent and clear.

For the first time, it may be, he realizes that the summer night in America is musical with ten thousand insect voices, and he can give thanks for these when coming directly from a land where only the moping owl does to the moon complain." He sees that the landscapes of America differ from those he has recently known by a breadth and vigor and freedom, by a sort of disorderly lounging strength. This that he has before him is a bluff, hearty, virile land, not yet subdued, untamed and perhaps untameable; yet there is something shy and withdrawn about it at the same time, something not fully revealed, essentially poetic. It is a country, he feels assured, in which many poets will yet sing many noble songs, for there is mystery here and an allurement that draws the heart. And if he returns in the autumn so as to see the wave of colour surge up from the crimson sumacs into the golden hickories and on to the maple robes in scarlet splendour, then he knows to the full the brave dreaming heart of his own land.

Such a man, during his years abroad, has been trying to fit himself into a picture already painted; here he is given his chance to make a picture of his own. Here he is no longer a mere spectator but a participant. He may have stood gazing before a thousand celebrated landscapes of Europe, admiring and even thrilled by each in turn; but here the beloved country reaches out her maternal arms and takes him to herself. This is somewhat different from cold spectatorial admiration. This is the love of home.

Deeply thrilling and compelling is this sentiment of return, so that we can almost forgive Shakespeare's Richard II his theatrical gesture of stooping to kiss the English soil on his first landing after a campaign in Ireland. The homecomer finds himself laying his hand for a moment on this familiar tree and that. The worn and homely faces of the hills have an air of greeting. The brooks whose summer and spring-time voices he has so long heard only in memory speak to him now in their own tones, and he could sit beside them day after day to listen. The blue-jay's cry in the yellowing woods, the flicker of the goldfinch's wing, the sun-bathed blue of the sycamore, bottomless blue of the gentian clusters and sun-bleached blue of the aster-masses "like a smoke upon the hills"—ah! one had forgotten, almost, how fair these things are, how deeply rooted in the heart, how dear.

Verily, the best thing about going away is in getting home once more.—O. S. in the *Christian Science Monitor*.

### WHO WAS... BEOWULF?

Beowulf is the hero of our only Anglo-Saxon epic poem, which bears his name.

He was a mighty warrior, something of a northern equivalent of the Greek Hercules. Hearing from a wandering minstrel that the realm of Hrothgar the Jute was being devastated by a foul "monster," Grendel, Beowulf offered his services. So sure was he of his strength that he dispensed with armour in his fight with Grendel, who escaped after losing an arm, and died in his lair. There was rejoicing and feasting in Hrothgar's hall that evening, but in the morning there was dismay, for Grendel's mother burst in upon the warriors and slew many in their sleep. The dauntless Beowulf thereupon sought her out in her home at the bottom of the lake beyond the marshlands, and after a long and fierce struggle, slew her. The warriors burst in upon the warriors and slew many in their sleep.

His people buried their beloved hero on a high mound, the Hronesnes, placing by his side the golden treasure which he had died to win.

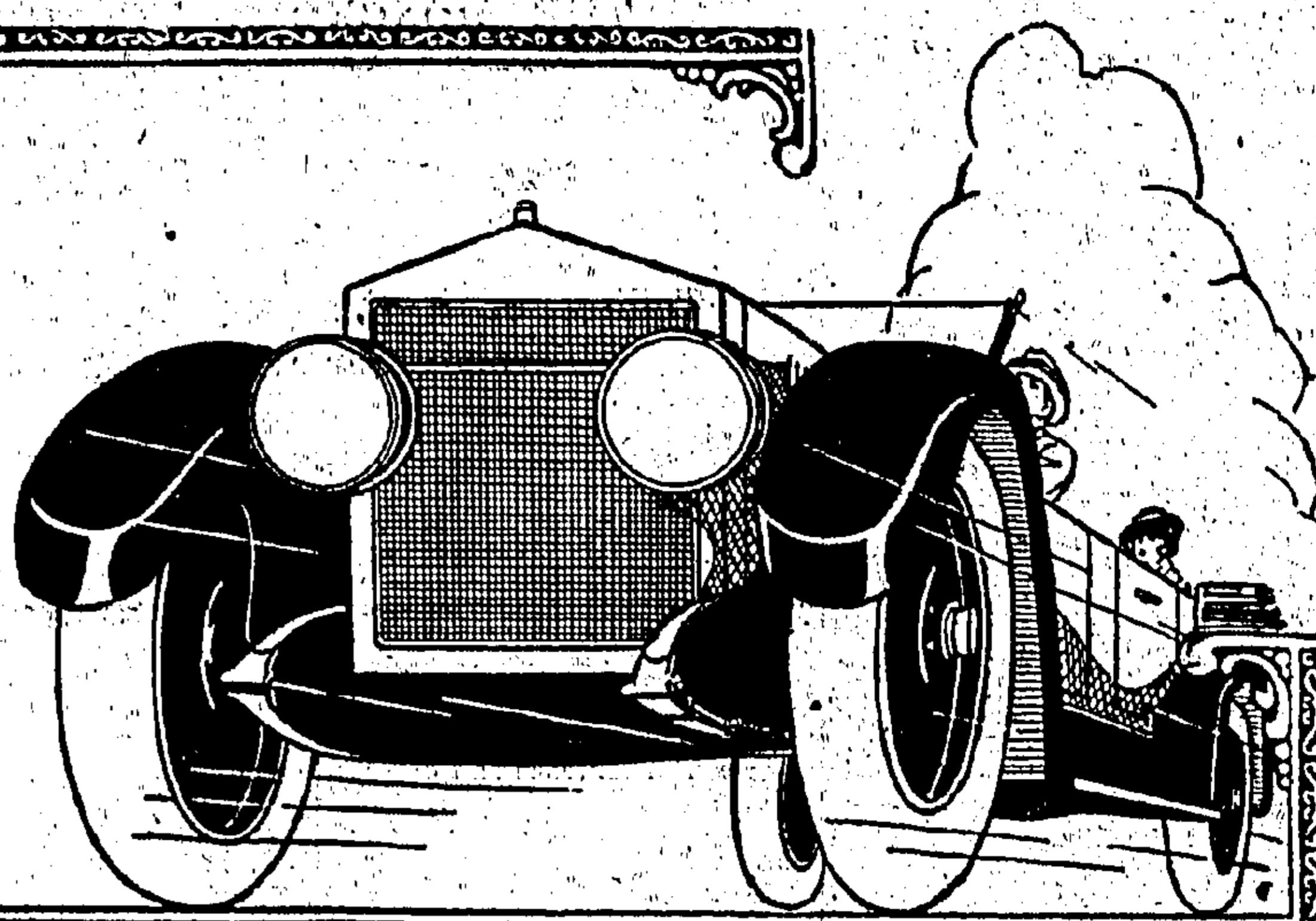
# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 16th NOVEMBER, 1929.

Being The Official Organ of

THE HONGKONG AUTOMOBILE ASSOCIATION.



## HONGKONG ACCESSORY COMPANY

specialises  
in all kinds of  
ACCESSORIES  
and  
SPARE PARTS

Electric horns. Body polish  
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Lamp bulbs. Foot pumps  
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etc. &c. &c. &c.  
"GORMAN"  
and  
"LUCAS"  
storage batteries  
available for all motorcars, cycles  
and radios.  
ALL AT ATTRACTIVE PRICES  
Call and inspect,  
Bank of Canton Bldg. Tel. C. 577.



## CURRENT COMMENT

### Solid Tyres.

Although special licensing fees are imposed against vehicles equipped with solid tyres, there are still a large number of lorries fitted with this old type, and it naturally follows that road surfaces suffer in consequence.

many Government vehicles are so equipped, although it is to be hoped that those responsible will advocate the change over to punctureless at the earliest possible moment in the meantime, a better check might be kept on the speed at which such vehicles travel.

Although lorries and similar vehicles bear an announcement that the speed is limited to twelve miles per hour, very few indeed observe the regulation, and there appears to be little done to compel observance of the rule. Speeds in excess of the limit downtown cause great damage to the road surface, especially when the vehicle is heavily loaded, and in the interest of all motorists who expect the roads to be kept in good order and repair, drivers of heavy lorries should be discouraged from speeding.

### A Suggestion.

During the week, a visitor suggested that daily circular trips of the Island should be made by motor bus, especially when large numbers of overseas people are in port. Although some such arrangement might be welcomed by large parties, the low rates charged by public hire cars enable those desiring the tour to enjoy it in comfort.

### "Mr. Ticular."

Many and varied are the problems which those in charge of a motor company's export department are called upon to solve, but the letter which appears below is surely more than an ordinary teaser. It emanated from the Gold Coast, and was addressed to "Mr. Ticular, dept., C. Humber Co. Limited, Coventry, London," and in due course it reached its destination. Here it is:

"Dear Sir, my dear master I am very glad to inform you this few notes, when I have seen your a good generally merchant at a London street, please you must send me your news Book catalogue to showing to make you orders now. But I have seen your cycle in the news Book, Bring me letters

### NOVEL DEVICE.

#### Checks Balance of Crankshaft.

#### CRITICAL TEST.

A unique set of machines has been installed in the Studebaker factory at South Bend, Indiana, for checking the static and dynamic balance of crankshafts. Twelve such machines, representing an investment of \$51,000 are in use.

And "here" it ends, except that the writer puts his name at the head and the foot, with optional spellings. It is to be hoped that "Mr. Ticular," being a "dear master" and a "good generally merchant" assured the receipt of big orders by the despatch of the necessary catalogue.

### Railways and Buses.

Since the principal British railways commenced to operate road motor vehicles, they have made some substantial purchases of the various makes available on the British market, but the record railway contract was placed recently by the Great Western Railway with John I. Thornycroft & Co., Ltd., for 100 30-cwt. and 100 4/5-ton freight chassis to a total value of well over \$100,000.

This order of itself gives indication of the activity of the railways in their new transport sphere, although it is of interest to recall that the G.W.R. was one of the very first of British railways to operate Thornycroft vehicles which they began to use in 1914.

Repeat orders were subsequently placed during the next 10 years until, in 1925, 62 Thornycrofts were purchased, approximately 40 in 1926, and 60 in 1927, increasing to 128 of various types in 1928.

On the assumption that the majority of these vehicles are still in the Company's service, it seems certain that with the addition of these 200 vehicles the G.W.R. fleet of Thornycrofts will be the largest in the world under one ownership, which distinction has hitherto belonged to the South African Railways, whose immense fleet of over 300 Thornycrofts has been built up within the past five years.

### Quick Work.

The Birmingham Office of the British Automobile Association was informed at 9 a.m. of the theft of a member's car. The news was promptly telephoned to a number of A.A. Roadside Telephone boxes.

In less than an hour an A.A. Patrol saw the stolen car. He reported by telephone to the Police, who stopped the car before it had proceeded another two miles.

#### HIGH TRIBUTE.

#### British Marine Motors.

#### THE AILSA CRAIG.

In a letter recently received by the Ailsa Craig Motor Co., Ltd., of Chiswick, London, from a Continental owner of one of their famous 7/12 h.p. 4 cylinder Silent Seven Marine Motor Engines he paid a very handsome compliment to the outstanding excellence of British Marine Engineering.

In expressing his pleasure with the running of the Silent Seven in his yacht he says that it started easily and ran like a Rolls-Royce for some six hours when it left the builders' yard immediately after being installed. That is a tribute which while unconsciously acknowledging that Britain produces the finest car engines in the world also places beyond doubt that the owner considers his British Ailsa Craig is the most outstanding Marine Motor. It is a standard to which every motor manufacturer aspires, and it is a high tribute that in both fields British products should excel.

#### MINIATURE STILL.

#### Car Its Own Refinery.

#### MAKES PETROL.

An American inventor has found a means of running ordinary car engines on crude oil instead of petrol.

He uses a miniature still which is fitted on to the intake manifold and makes petrol from the raw material. It is claimed that a Ford car is able to give 85 miles per gallon of common furnace oil with the still.

### OXONIANS' BID.

#### American Record Sought.

An attempt will be made by an Oxford undergraduate, J. H. Hanley, on the American coast-to-coast record.

The record at present stands to the credit of an American who accomplished the distance, 3200 miles, in 77hr. 40min.

Mr. Hanley has left England and will be accompanied on the drive by R. H. Dutton, another undergraduate. He will drive a 1½-litre Bentley.

### HUMAN ELEMENT.

#### Cause of Accident.

#### CAR FAILURE NEGIGIBLE.

According to an investigation by the California committee on public safety, less than one half of one per cent. of motor accidents are caused by failure of the mechanism of a car.

The other 99½ per cent. are the result of the failure of the human element.

The investigation found that about 80 per cent. of accidents occur at intersections.

#### WATER BABY.

A miniature speed boat has been built at Hammersmith (England).

The power unit is the latest type Austin seven engine, mildly "hotted up" so that it develops 17 b.h.p.

A self-starter is included, and all the luxury of a full-sized speed boat is embodied.

From 12 to knots is the estimated speed.

### BRITAIN'S NEW CAR.

#### Special Model for the Far East.

#### THE ISIS SIX.

A new motor car specially designed for Far East motorists has been produced by Sir William Morris, the British motor manufacturer, as a result of his recent world tour undertaken to study the needs of the world's markets.

The car has been christened the "Isis," a name given to the upper reaches of the Thames around Oxford where it is made. It has a six cylinder engine of 15 h.p. and it has been equipped with a number of new inventions. Hydraulic shock absorbers and reinforced Dunlop tyres are fitted and the chassis has a ground clearance of 9½ inches.

The clearance is one inch and a quarter higher than that of eleven overseas cars selected as representative," explained Mr. W. M. W. Thomas, general sales manager of Morris Motors in an interview. "We are offering it to the Far East in bright colours like royal blue and ivory; wine and maroon; blue and grey; olive green and ivory. These will be more appropriate under the blue Far East sky than the sober hues to which we in England are accustomed.

"Orders for 25,000 of the new cars have already been placed by motor agents throughout the world. We have shipped our first models to Australia where they have been very well received and an order has already been placed by the South Australian Government. Our workers are now turning out hundreds of the new cars weekly."

"In addition to that output, we are to-day sending overseas every week 150 Morris Minors, our 7 h.p. 'Baby' which is proving particularly popular in the narrow streets of Oriental cities where because of its size it is fast getting the native rickshaws; indeed we hear of cases where the rickshaws men themselves becoming chauffeurs."

### MILLION DOLLAR YACHT.



One of the finest American private yachts afloat is this \$1,000,000, 170-foot yacht recently launched for Mr. C. F. Kettering, president of General Motors Research Corporation.

### AGAIN THE WOMEN!

In a recent survey taken in Baltimore, feminine auto drivers were found to be involved in only 386 accidents during the first five months of 1929, while 8106 men were in collisions during the same period.

### ACCELERATION!

The number of motorists charged with intoxication in New Jersey (U.S.A.) has increased by 2,000 per cent. since prohibition came into force.

### TAKING TO THE AIR.

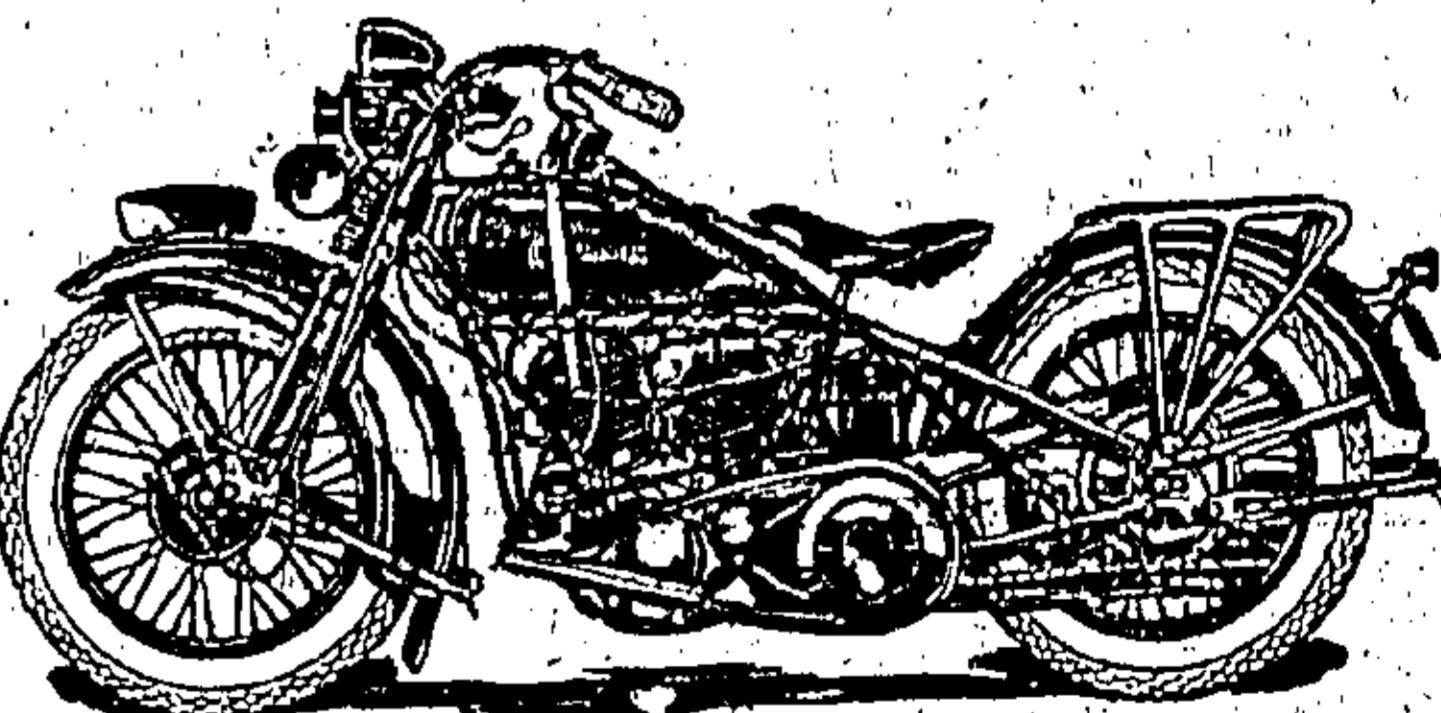
Retail value of the 3,500 commercial and military planes produced in the United States during the first six months of 1929 was \$25,000,000, according to the Aero-nautical Chamber of Commerce of America.

### FIRST PAVED ROAD.

The first paved road in the United States is said to have been one between New York and Boston, laid in 1650. It was made of cobblestones.

### SECOND SHIPMENT ARRIVED

By the "KOREA MARU" on November 5th.



#### Book Your

## 1930 "HARLEY"

BEFORE PRICES INCREASE!



### SEE THE NEW MODELS EARLY.

### THE GASCON MOTOR Co.

2, KWONG WAH ROAD,  
KOWLOON.

Tel. K. 1242 and K. 804.

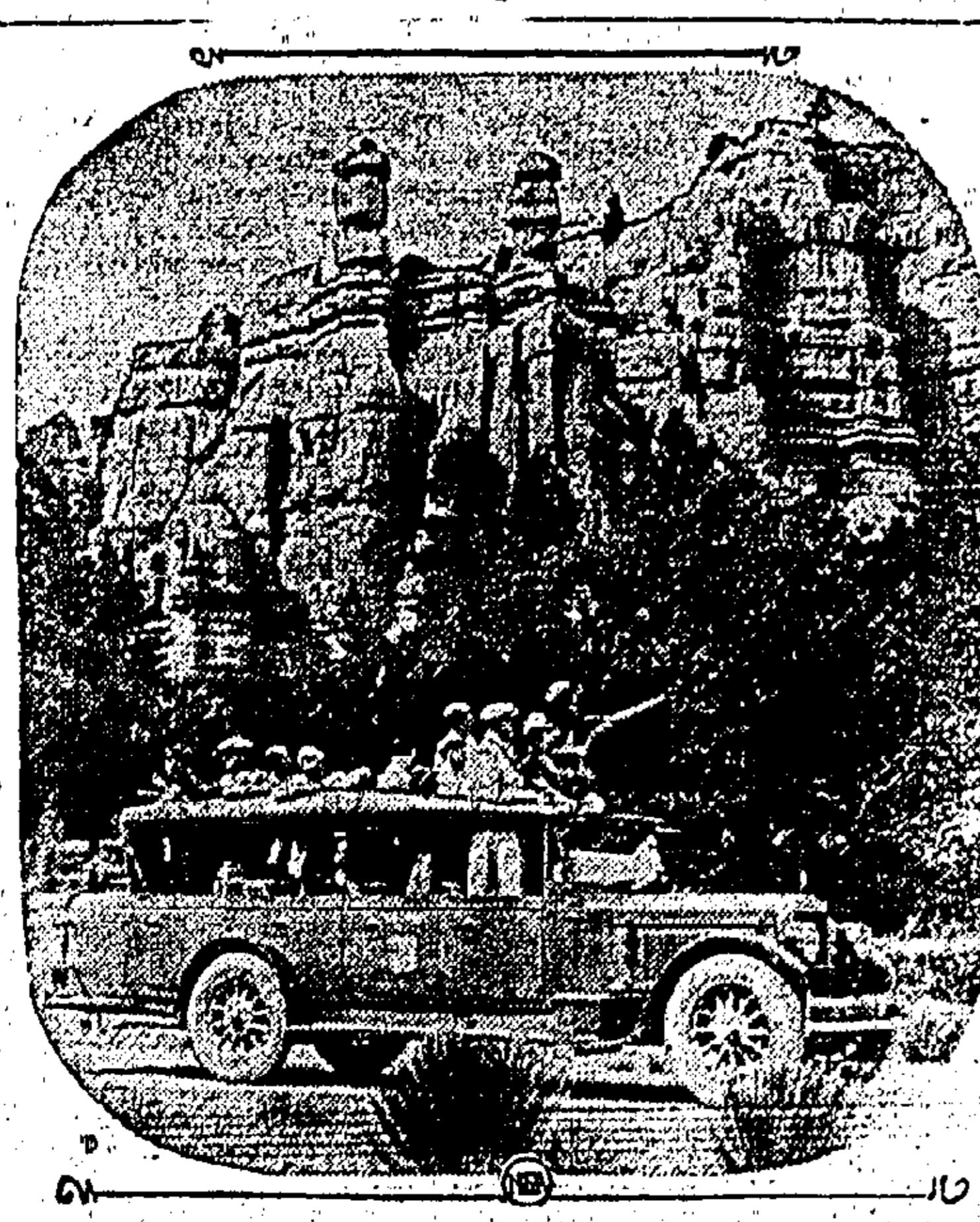
### PRATT & LAMBERT EFFECTO AUTO FINISHES



ALL COLOURS KEPT IN STOCK  
AS WELL AS THE NEW  
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara  
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,  
Sole Agents.



Typical of Nature's wonderful carvings throughout Utah, U.S.A., a favorite touring district with American motorists.



YOUR CAR  
SHOULD  
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THE BEST  
MOTOR CAR  
FIRE EXTINGUISHING IN  
THE WORLD

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## THE BRIGHT SIDE.

Telling of a Company Promoter  
Turned Car Salesman.

By Cyril A. Potts.

[By Arrangement with the Morris Owner.]

I called on Jenkins at his office. He was dictating to a stenographer, but broke off in the middle of a sentence as I entered. "Look here," said I, "if you're busy I'll look in again some other time."

"Nonsense," said he, dismissing the stenographer and handing me an expensive cigar. "I was only drafting a prospectus—a sealing-wax mine in the Leeward Islands—we're floating a company. Like some shares?"

"No thanks." "Then what can I do for you?" "Well," said I, "it's about my car. I'm thinking of selling it, and I wondered if you could help me."

"Certainly," was the reply, "but why come to me? I'm not in the motor trade."

A Professional Optimist.

"I know, and I suppose it's a cheek of me to ask you, but the man who can sell shares in a sealing-wax mine is about the only man who could sell my car."

Jenkins took a sheet of paper and a pencil.

"Let's have the particulars," he said. "First of all, tell me."

"Eleven-nine Tumbril."

"Date?"

"I don't know. They haven't made them since the war."

"Condition?"

"Awful."

"Lowest price?"

"Well, I don't think I could take less than a fiver. One tyre is quite good and I bought a new plug only a week or two ago."

"Is it in running order?"

I hesitated.

"That depends on what you call running order," I said. "It will run sometimes, but then, at other times it won't. When it does, it runs like a hare—a hare in a paper chase, or, rather, an iron-chase, or a nut-chase. It—er—sheds things."

"I see."

"If we can possibly avoid giving a trial run, I'd prefer it. It would be more trial than run."

"Needs slight adjustment," suggested Jenkins.

"Quite," said I.

A Wonder Car.

When I had made a clean breast of it, Jenkins bent over his paper and wrote busily for a few minutes. Then he passed it across.

"What do you think of that?" he asked.

I read what he had written, and sighed.

"Absolutely perfect," I said, "but quite beyond my means, I am afraid."

Jenkins stared.

"Why," he exclaimed, "there's nothing like doing the thing properly and it will only cost a few shillings."

"A few shillings?" I echoed. "What do you mean? You couldn't get a car like that under five or six hundred pounds."

"My dear fellow," said Jenkins, "I was alluding to the cost of the advertisement. Believe me, it is money well spent."

I spent the next few days going over what had once been the plated parts with sandpaper. Here and there it was necessary to use a file first. It was a tiresome job, and the result did not come up to my expectations. The rust, I found, like charity, covered up a multitude of things that were better hidden. I bought a tin of enamel. Moral decency demanded it.

My post-bag the next week was a heavy one. Apart from private individuals, every dealer in the country, it appeared, yearned to buy my car at a good price, subject to inspection. I took the whole budget across to Jenkins, who sorted the letters into two heaps which he called "Mugs" and "Duds." The "Mugs" heap was by far the smaller.

"I am going to write to the 'Mugs,'" he said, "and, if I bring one of them along, let me do the talking. I'll ring you up when I have got a bite and you must keep the engine warm until I arrive. We may have to start the thing up."

On the Friday morning Jenkins rang up.

"I'm bringing along a first-class 'Mug' about twelve," he said. "So far as I can gather he is a complete novice and paralysed from the neck up. I think I can hypnotise him into parting. Can you start the engine?"

"I've got two hours," I said, "doubtfully. I'll try."

I filled the radiator with hot water, tied a rag round the carburettor, injected petrol through the compression taps, did a few necessary repairs, turned the handle until a deathly sickness came over me, and finally got the engine running, somewhat erratically, with five minutes to spare.

I was aghast at the thought. The car was irreplaceable, and, although the price Jenkins was naming would have taken my breath away only an hour ago, now it appeared a mere trifle, a pauper's bagatelle.

A gleam of something that was almost intelligence lit up the face of the pallid one. He unbuttoned his coat and drew forth a cheque-book.

"Stop!" I cried. "Stop! I have changed my mind."

Jenkins caught me by the arm.

"Don't be an ass," he whispered. "We've got him. Leave it to me."

"But I've changed my mind, I tell you. The car is not for sale."

"Not for sale!" gasped Jenkins.

## COMPULSORY INSURANCE

Hard on Safe Drivers.

NOT WANTED IN U.S.A.

Compulsory insurance for motorists, or acts to ensure a motorist's financial responsibility—which are only compulsory insurance under other names—are being vigorously resisted by motor organisations in U. S. A.

The National Automobile Chamber of Commerce, to which most of the motor manufacturers belong, is against such legislation on the grounds that it puts too much hardship on the safe driver.

Mr. Alfred Reeves, the general manager says: "The American insurance interests have gone far enough in their endeavour to get motorists to take out insurance. Under the guise of substituting something for compulsory insurance some of the States have passed so-called financial responsibility laws. These give too much power to the police and create a hardship for careful, law-abiding motorists."

Doubtful results of compulsory insurance have been shown in Massachusetts and other States, which have passed similar laws.

Under-inflation of tyres not only proves detrimental to the life of the tyre, but also causes excessive fuel consumption.

I knew better than to stop it, when Jenkins and the customer arrived the radiator was boiling briskly.

The customer was a pallid youth, with protruding teeth which prevented him shutting his mouth. He looked as if he had recently had a slight argument with Tunney and was just regaining consciousness. His expression was vacant. In a word, he was just clay as Jenkins loves to mould.

The Power of the Spoken Word.

He looked at the car in a dazed manner for a few minutes, then Jenkins took him outside, in order that his voice might be heard above the rattle and clatter of the engine, and began to speak his piece. At once it became apparent that Jenkins's uncanny skill as an imaginative writer was easily eclipsed by his genius as a speech-binding orator. As he spoke I stood entranced. At every word the old car took on a fresh aspect. Never before had I noticed its manifold perfections, the beauty of its lines, the smoothness and silence of its chattering and gasping engine. Never before had I realised its marvellous performance, its extraordinary economy and its luxurious comfort. Its very age, like that of wine, enhanced its value. Its one sound tyre became a priceless thing, its new plug an asset of inestimable worth. Even the enamel, which I had spread, charitably if lumpily, miraculously smoothed itself out and took on a lustre which would have brought tears of envy to the eyes of a professional coachpainter.

Appreciation.

At length I could bear it no longer. In another minute or two Jenkins's eloquence must bore its way even into the soggy head of the pallid youth, who would hasten to secure this incomparable bargain, and I would be left with a few paltry pounds to console me for the loss of the only perfect car that was ever made.

I was aghast at the thought. The car was irreplaceable, and, although the price Jenkins was naming would have taken my breath away only an hour ago, now it appeared a mere trifle, a pauper's bagatelle.

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"Not for sale!" gasped Jenkins.

Unclenching the Deal.

"I'm sorry," said I. "I've put you two gentlemen in a false position, and I repeat, I am sorry. I can say no more."

Jenkins laughed mirthlessly.

The pallid youth replaced his cheque-book in his pocket and began to move away. Like a flash, Jenkins was by his side.

"One moment," I heard him begin. "Before you go, I'd like to interest you in rather an exceptional proposition. It's a sealing-wax mine in the Leeward Islands, and I can assure you

"I thoughtfully switched off the engine, and, after a few loud clanks, it stopped. As I looked at the car it struck me that somehow it had suddenly aged.

I went indoors and read through the advertisement again. I read it now, every day. It seems to cheer me up.

## THE WORLD ON WHEELS.

Long Distance Motor Runs.

Singapore to London by Car.

Ariel started off from Shanghai, unaccompanied by even the usual sidecar with provisions and baggage. His route led him through China, Siam, Malaya, Burma and thence to India.

After leaving India this intrepid sightseer negotiated the mountainous country between Bunder Abbas and Kerman and was the first unaccompanied motorcyclist to make the trip. After 830 miles of Persian desert had been overcome, Iran was crossed, thence to Syria and Palestine.

Constantinople was the jumping-off place for the European section and, after the Balkans, Mr. Soboleff journeyed through Italy, France, and Germany and is shortly expected in England, after a visit to Russia.

He then intends to travel through Africa and to leave for a circuit of America, thus accomplishing the most complete world tour that has ever been undertaken on a motor cycle.

### Exploring by Bus.

Fifty years ago an exploration trip into an unknown African desert was a momentous task, requiring a considerable number of animals and natives for the necessary transport and probably months of careful planning.

It is interesting to compare this with the recent successful expedition organised jointly by the Russian Government and the Bechuanaland Protectorate, who employed one of the latest types of Thornycroft rigid six-wheelers equipped with a specially suitable body for a survey trip into the Kalahari Desert.

The primary object of the trip was to survey the possible route for a new railway to connect Rhodesia with Walvis Bay, but there are other far-sighted possibilities in this practically unknown district, which some agricultural authorities believe to offer unlimited possibilities for the cultivation of cotton, wheat, tobacco and other crops.

The six-wheeler ran throughout the arduous journey without a single stoppage, except for one puncture. Some indication of the difficulties of the route are revealed in the fact that for 600 miles there were no opportunities of replenishing water supplies. In addition to a reserve of 40 gallons of water, the lorry carried a reserve of 300 gallons of petrol, plus the necessary luggage and provisions for four weeks for the exploring party, starting out with an overload of nearly 2 tons.

## SHORT MEASURE.

Motorists Lose Millions.

## AMERICAN PROBLEM.

The adoption of new legislation with an organisation to carry it out is urged in America to curb dishonest petrol vendors.

The American Automobile Association says that 20 million dollars is lost annually to motorists by these cheats in the oil industry. The position was discussed recently at a national conference on weights and measures in Washington, and the more responsible oil companies and more than a thousand motor organisations have joined forces to secure more accurate measurement of petrol by vendors.

The American Automobile Association blames the "existing laxity in checking up on the thousands of gasoline pumps that have sprung up creating a most profitable field of dishonesty."

ing water supplies. In addition to a reserve of 40 gallons of water, the lorry carried a reserve of 300 gallons of petrol, plus the necessary luggage and provisions for four weeks for the exploring party, starting out with an overload of nearly 2 tons.

### Over the Andes.

The motor truck has at last superseded the centuries-old local transport in Ecuador, consisting of mules, donkeys, llamas and horses.

Between Riobamba (2,700 metres) and the town of Guaranda (2,000 metres) there is the La Cima Pass across the Andes 4,000 metres above sea level. In the old days mule or horse transport used to take about 24 hours to travel the 60 kilometers, not including stops; to-day a Morris-Commercial takes 12 passengers and 10 cwt. of goods and gets over the mountains in 5 hours including stops.

Several very good trucks were tried over this road, but without success, and it was only when the Morris-Commercial, by the orders of the Director General of Public Works, tackled the problem of maintaining a service and successfully made the trip without a stop or hitch that it was realised to be feasible. Even to-day the road only consists of the old pack trail widened a few feet and with the addition of a little masonry here and there for bridges.



## TODAY'S SMARTEST SEDAN



THE long, low, graceful lines of the Nash "400" need no eccentric ornament to give them beauty and character. "400" colours are in the correct mode of the moment. Coachwork compares most favourably with that found in custom bodies of the highest price. Complete equipment leaves nothing to be purchased later, except a spare tyre.

Nash engineering offers many owner advantages such as a Twin-Ignition motor, ensuring greater, smoother, more economical power. Outboard mounted hydraulic shock absorbers that make rough roads smooth. Centralized chassis lubrication that oils 29 vital chassis points at a touch. A steering mechanism that provides unmatched ease of control. . . . and other features usually associated with cars of much higher price.

Here is the car of cars for families who appreciate true luxury yet wish to avoid excessive cost.

## WONG SIU WOON,

Sole Agents for Hongkong and South China,  
Telephone C. 1474.

21, Pottinger Street.

SERVICE STATION—76, Des Voeux Road Central,  
Telephone C. 644.



# Hongkong Telegraph.

## Pictorial Supplement

November, 16th 1929.

SEND YOUR FRIENDS AT HOME

**CHINA TEA**

For Christmas

SEE PAGE 4 FOR OUR  
SPECIAL OFFERS

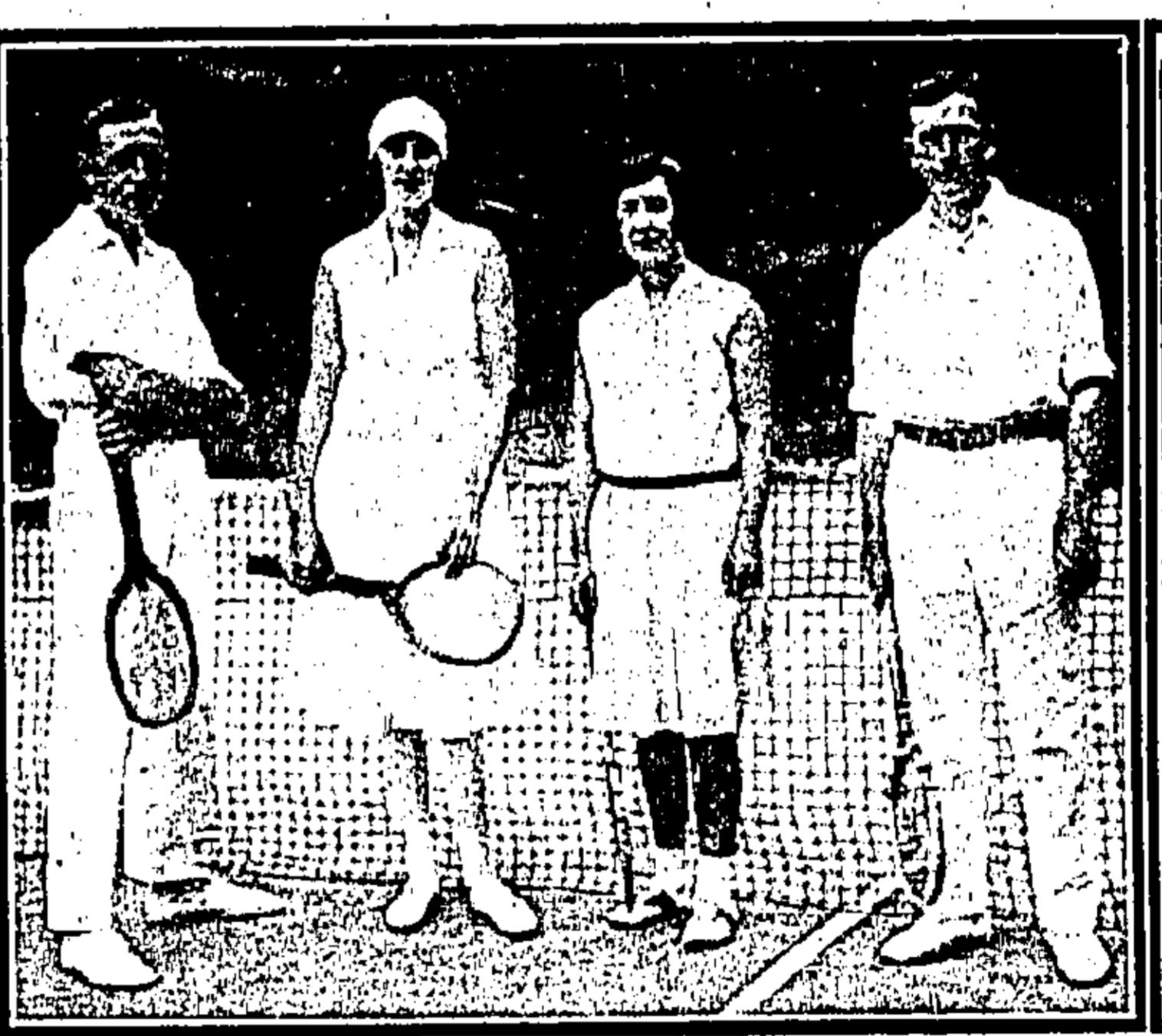
THE CHINA TEA CO.  
David House, Hongkong.



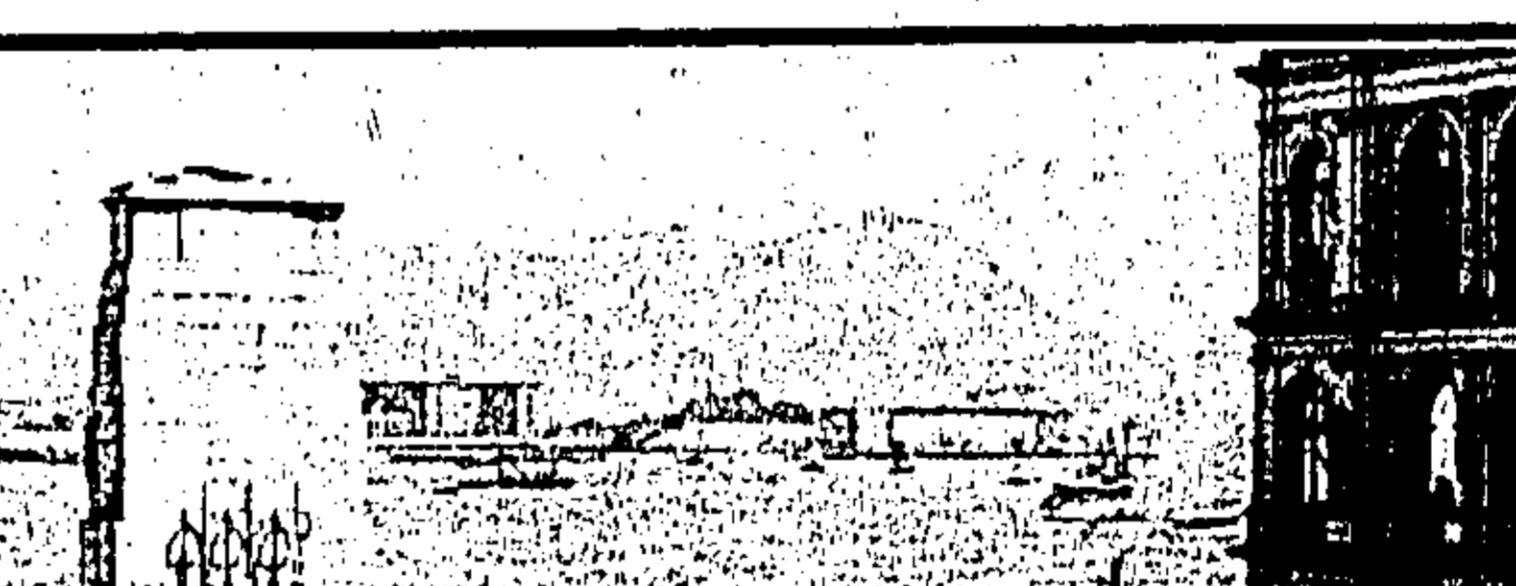
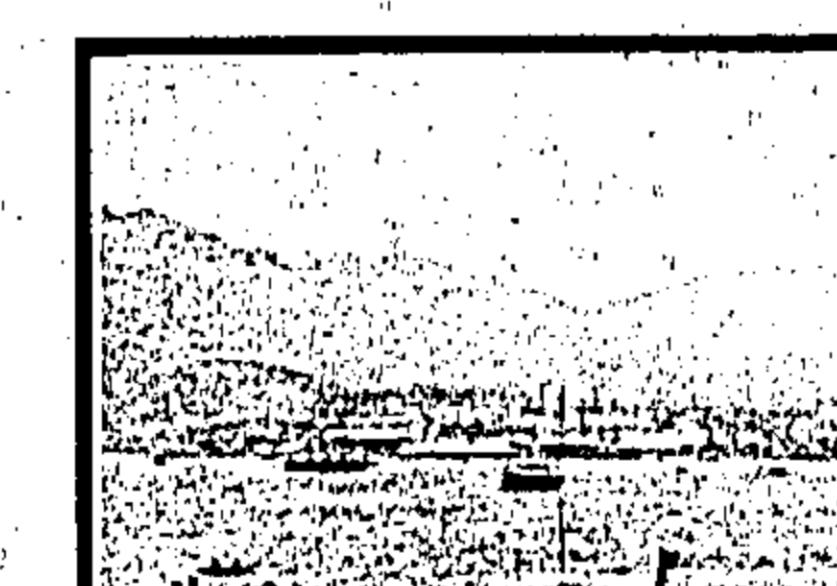
Photograph taken at the Chinese Legation in London on the occasion of the marriage of Mr. Wen Hsing-chu and Miss Kia, sister of Mr. Kia Ngau-chang, a governor of the Bank of China. (Photo: Central News).



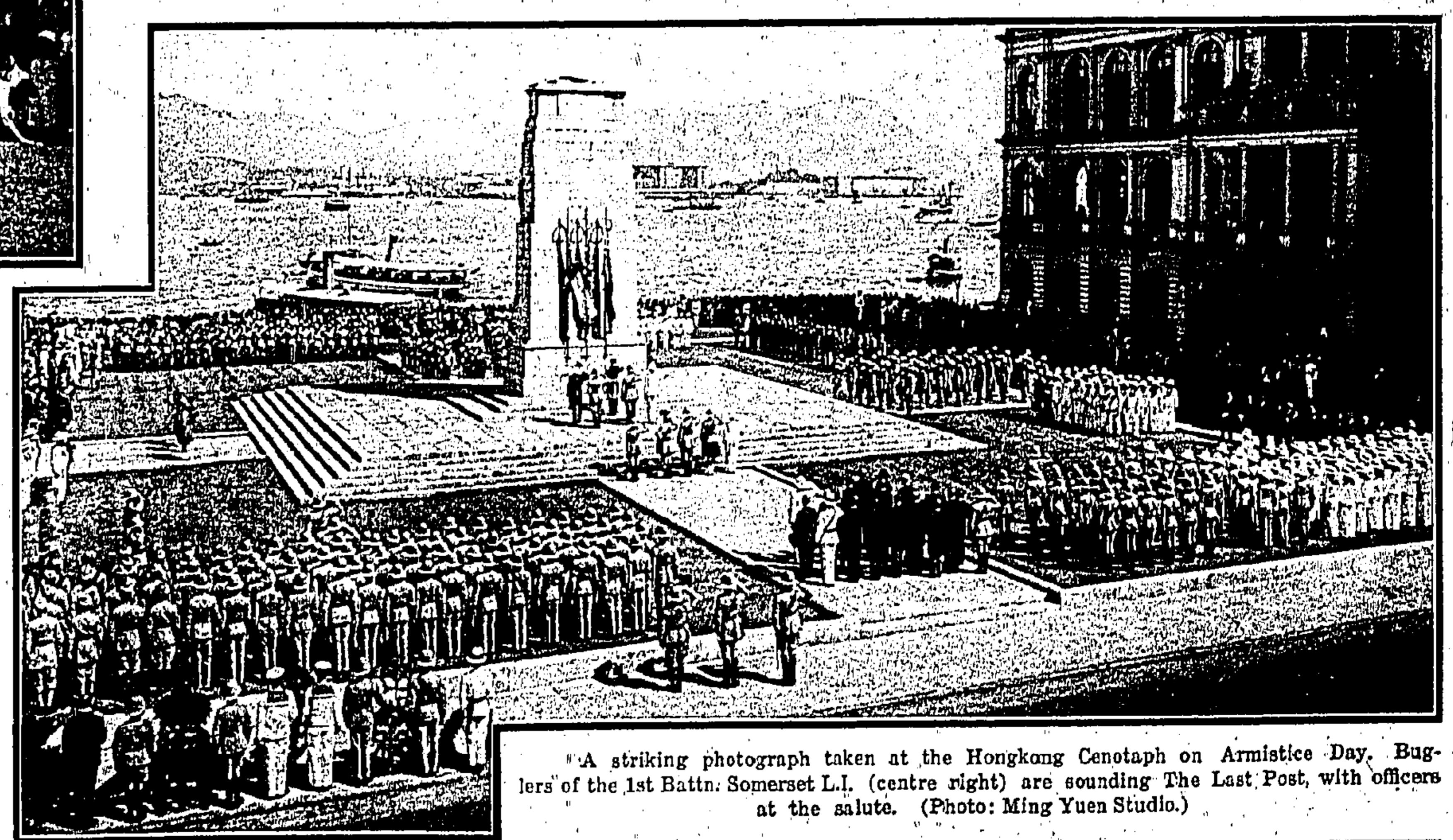
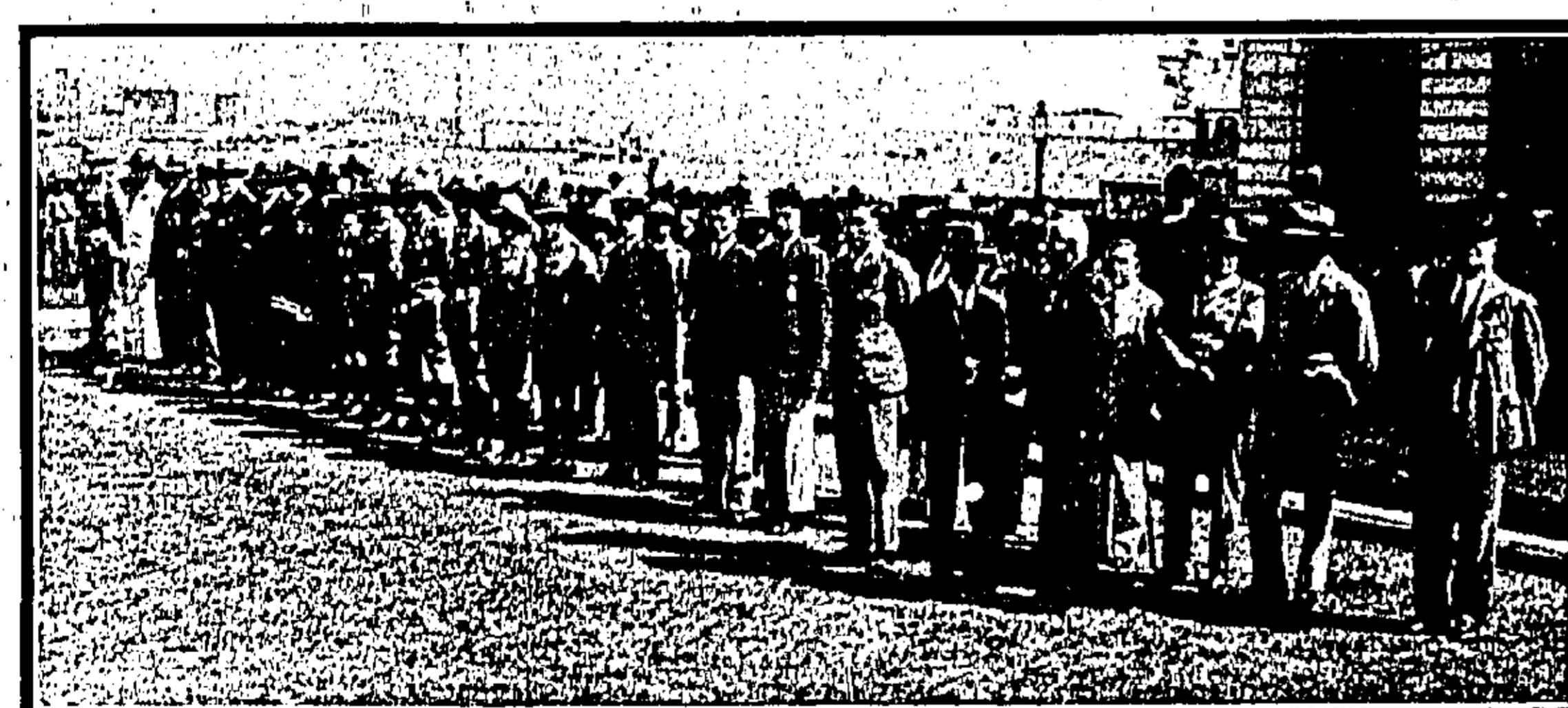
This interesting group, in which ceremonial dresses of the East and West are seen, was taken on the occasion of the recent marriage of Mr. Thomas Ngur-tee Tam and Miss Jessie Pui Chun To. The bride is a niece of Dr. Coxion To. (Photo: Ming Yuen Studio).



Finalists at the Ladies' Recreation Club. Left to right:—Mrs. Tottenham and Mrs. James (championship), Mr. H. Nighoff and Mrs. Blaisse with Miss Stephens and Mr. T. C. Monaghan (handicap doubles), Mr. L. Forster and Mr. J. S. McCachran (men's doubles). Photos are by Mee Cheung.

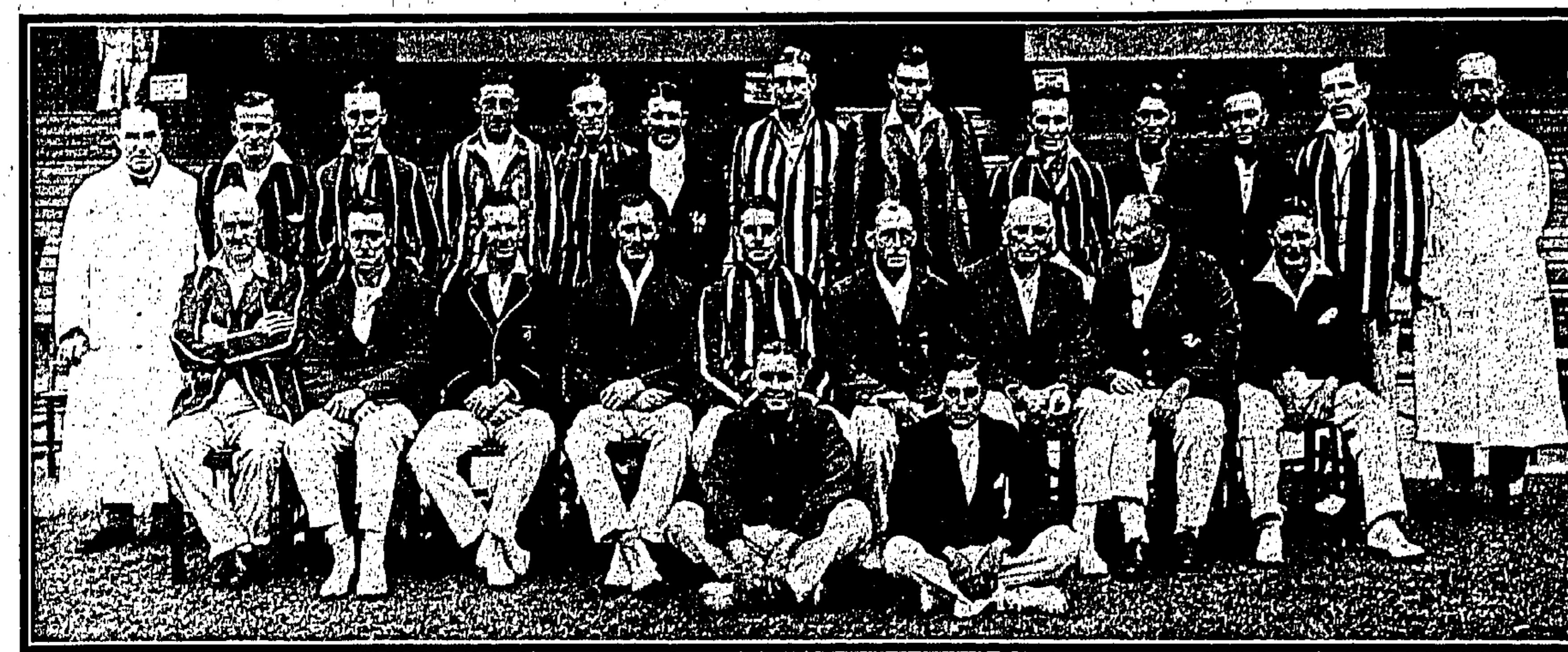


Two interesting snapshots taken on the occasion of the Club de Recreio's annual athletic sports. Top, one of the running events; bottom, the wheelbarrow race, which caused much amusement. (Photo: Mee Cheung).



A striking photograph taken at the Hongkong Cenotaph on Armistice Day. Buglers of the 1st Battn. Somerset L.I. (centre right) are sounding The Last Post, with officers at the salute. (Photo: Ming Yuen Studio.)

Members of various local organisations are here shown assembled for the Armistice Day ceremony at the Hongkong Cenotaph. (Photo: Ming Yuen).



Above are the Hongkong and Shanghai interport cricket teams, which met in a keen struggle this week. Hongkong gallantly won after a very bad start. Sitting on the right of Mr. R. Hancock, the Hongkong captain, is Mr. D. W. Leach, the visiting skipper. (Photo: Ming Yuen).

This extremely pretty wedding group was taken after the marriage at St. John's Cathedral of Mr. Young Cheung, son of Mr. Wong An-shun, and Miss Minnie Lee, daughter of the late Mr. Lee Kan-tung and Mrs. Lee Kan-tung. (Photo: Ming Yuen).

**"THE DESERT SONG" FILMED.**  
TALKING PICTURE NOT A BIG SUCCESS.

(By Dan Thomas.)  
One of the greatest talking motion pictures ever filmed. That's what they told me out at Warner Brothers studio about "The Desert Song."

Maybe it is—but just the same, some 2700 of Hollywood's elite left the Warner theatre greatly disappointed after the world premiere of the film a few nights ago.

In my opinion only one word of praise can be offered for this picture—that is for the singing. It was good. But even apple pie loses its lure if it is dished up too often. Director Roy Del Ruth (or perhaps it was Darryl Zanuck, the supervisor) apparently forgot that it is one thing to listen to considerable singing from real, live characters in the colours setting of the legitimate stage, and quite another thing to listen to the same amount of singing from a mechanical device at the back of a screen on which appear black and white figures. On the stage it is acceptable and enjoyable. On the screen it is boresome.

If dialogue films are to be a success Hollywood producers must learn one thing—that primarily they are making motion pictures. That was the factor forgotten in producing "The Desert Song." Instead of being a coherent, smooth-running story, it is merely a series of episodes intermingled with too much singing.

As for the acting—well, throughout the picture it constantly reminded me of the amateur theatricals which I used to see in our local opera house at home 10 years ago. It was so exaggerated as to be funny in spots and offers a perfect example of what happens when a picture is cast by merely making voice tests.

We have advanced the theory before that even sound films must be fundamentally motion pictures if they are to be successful. "The Desert Song" bears out that contention. Instead of making the action the prime factor and the voices a supplementary factor, the order has been reversed.

In our opinion Myrna Loy, Louise Fazenda, and Johnny, Arthur con all the honours. Their performances are natural and sincere.

**ON THE TELEPHONE.**

**Woman's Habit of Time-wasting.**

Why is it that the average woman talking on the telephone will invariably make the conversation twice the length it need be? Most women will tell you that the telephone is the bane of their lives and that it is ringing all day and they have no time to answer it. Yet if you happen to be near at hand when a conversation is taking place between two women you begin to wonder if they ever have time for anything else.

For instance, listen to Mrs. B. asking Mrs. C. to bridge. She will chat on every conceivable subject from the weather to baby's new tooth and then suddenly remember



Myrna Loy as Azuri in "The Desert Song."

Miss Loy as Azuri, a native dancer, conducts herself as one would expect a girl of that type to act. Louise and Johnny are cast as rather simpleminded kids and they carry out their roles beautifully. They are the comedy relief to an otherwise drab musical.

John Boles and Carlotta King, who play the leading roles, have much to learn about acting—or else Del Ruth has much to learn about directing. Boles, a former

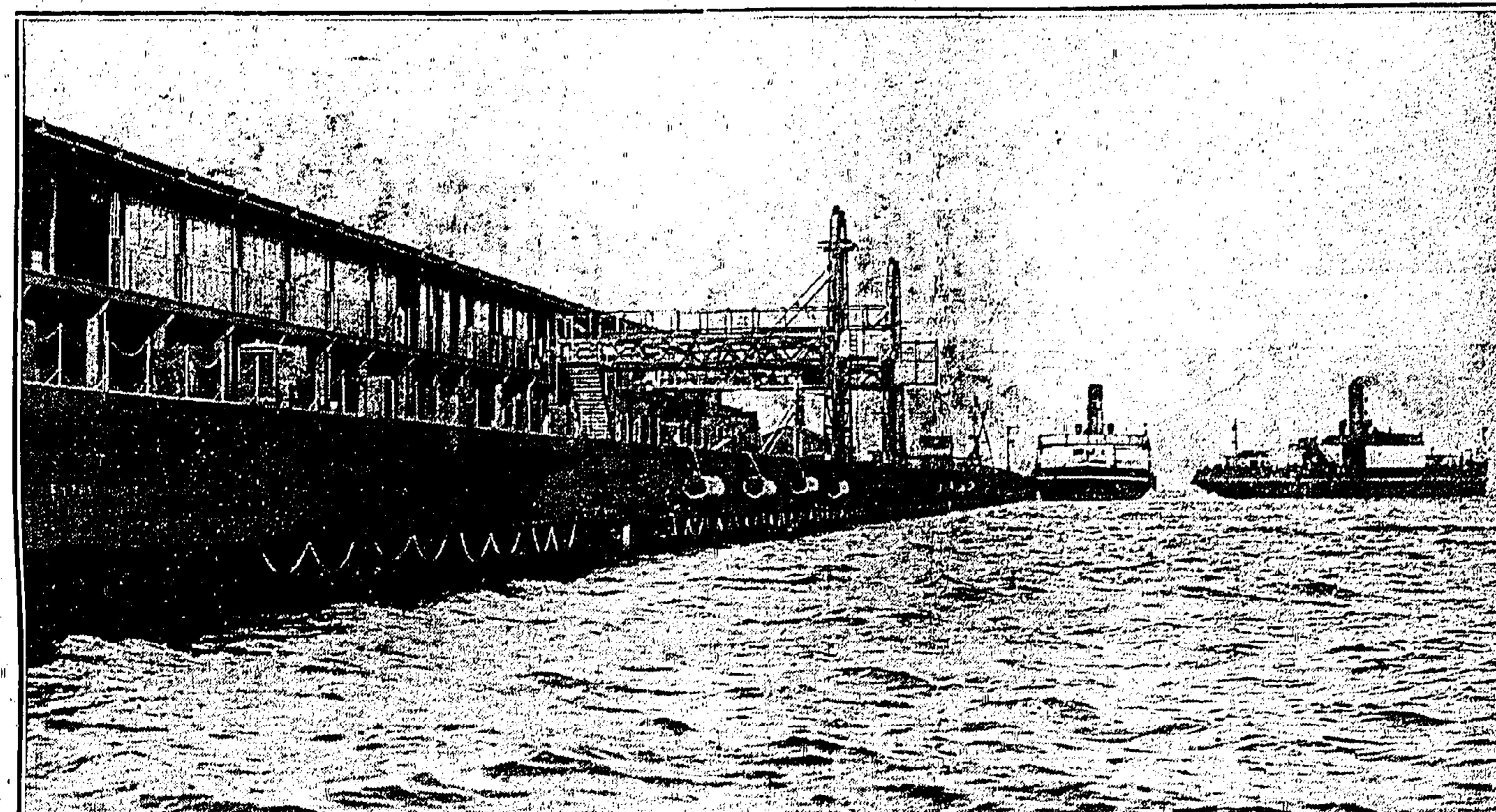
former light opera and musical comedy actor, is just that; and nothing more on the screen. His movements are all over dramatic and stagy. Miss King was lured from a radio microphone to portray her role. She sings well and when that is said, all is said.

A year ago "The Desert Song" might truly have been called a milestone in the progress of speaking films. But this isn't

about directing. Boles, a former

message and every time he rings to do, only to learn that Mrs. C. has already an engagement for "number engaged." That day and cannot come. This is after ten minutes' futile conversation about things that do not matter in the least! She then finds that, after all, her bridge party is not complete and she has to begin all over again with Mrs. D. Mrs. D. as likely as not, has just heard some interesting piece of news about a mutual friend and is dying to spread it round. It is Mr. Jones?" Time is money in at least another quarter of an hour before Mrs. B. can get the he of any value as far as woman chance of asking her to play is concerned on the telephone. There ought to be a time limit, to the good work goes on, and all calls, then the woman who talks by the time Mrs. B.'s bridge party is finally settled, hours of useless business would suddenly find her conversations have been gone off in the middle of her discourse, possibly to the advantage of some other woman whose impatient husband is waiting to give his wife some important character was about to suffer!

**BIG IMPROVEMENTS MADE AT TILBURY DOCKS.**



Hongkong people going home next year will be surprised at the great improvements carried out at Tilbury Docks. Above is seen the new floating landing stage. The new entrance lock was recently opened by Lady Ritchie of Dundee, wife of the Chairman of the Port of London Authority. (Times copyright).

**"BRIGHT" WIVES.**

**DO NOT MAKE THE BEST OF MATES.**

Many a great man has frankly ascribed his success in life to the inspiration of an understanding wife.

There is, however, a reverse to this picture, and we have all, at some time or other, had the uncomfortable experience of being in company with the wife who heaps unfriendly criticism and ridicule on her husband, belittling his judgment, abilities and achievements.

She is generally a good conversationalist, quick-witted and subtle, and attacks her husband's little faults and foibles with such an air of lively malice that unscrupulous persons are provoked to laughter, and wonder "how jolly little Mrs. John came to marry dull old John!"

It may generally be noticed that the more barbed the sallies of Mrs. John, the quieter and more reserved becomes her husband.

"Why does he not retaliate?" one may ask. Because he feels there is much truth in his wife's remarks. He knows that her attitude is, in the first place, the outcome of disappointment—he has not made the worldly advancement of which his early days gave promise.

In the second place, it is born of a kind of snobbishness, and is Mrs. John's way of informing the world that she considers herself superior to her surroundings and worthy of a better place than her husband has been able to provide for her.

In these circumstances the wife is as much to be pitied as the husband. She has failed to realize that in making him appear ridiculous before strangers she destroys his self-confidence, and takes from him the very elements that go to make the success she covets. Strip a man of his natural vanity, and he is poor indeed.

"Whatever he wants to make," was the answer. "The field is wide open."

He left with a contract for his first airport—the St. Louis Air Terminal, and two months later actual construction began. Today he is building or has contracts to build sixteen more, ranging from one million to five million dollar jobs, an aggregate of some \$40,000,000 worth of work.

Just seven months ago, Mr. Kenneth Franzheim, a New York architect, went to a large aviation concern and asked:

"What place, if any, is there for the architect in the development of flying?"

"Whatever he wants to make,"

development costing about \$1,500,000, exclusive of the ground, incorporates all the ideas he believes should make a field practical and profitable. The one at Valley Stream, Long Island, his second commission, is the most expensive project and represents a \$6,000,000 enterprise.

One of the most extensive will be the field at San Mateo, Cal., which must meet the combined problem of constructing an airport and a yacht and seaplane basin.

**Will Land in Luxury.**

"Every phase of aeronautics is being developed so fast that it is almost impossible for a builder to keep up with the expansion," he said.

"Right now there are 38 airports within a radius of 40 miles of New York. In a short time there will be more airports than country clubs, for that is the nearest parallel to the modern conception of a landing field.

"I must have everything that railroad terminal has, and more, because we are more luxurious people than when railroads first were built. It must have facilities for at least 350 planes, and parking space for many more motor cars."

"There was one advantage in being a pioneer in the business," he said. "There were no traditions—but on the other hand there were few precedents. It was an opportunity such as an architect seldom has. I had to be modern in spirit, because the airport serves the most modern of all modes of transportation."

"He had the advantage of having spent his first years out of college in the U. S. Air Service, so he knew the field problems of the flier."

**\$5,000,000 Job.**

He tackled his job by visiting the large fields that have grown up, naturally and unscientifically, during the last decade. Then he gathered together a staff of engineers and builders who were familiar with planes and with construction.

The airport at St. Louis, a de-

**STRIKING EXAMPLES OF GORDON'S FOOTWEAR FASHIONS.**

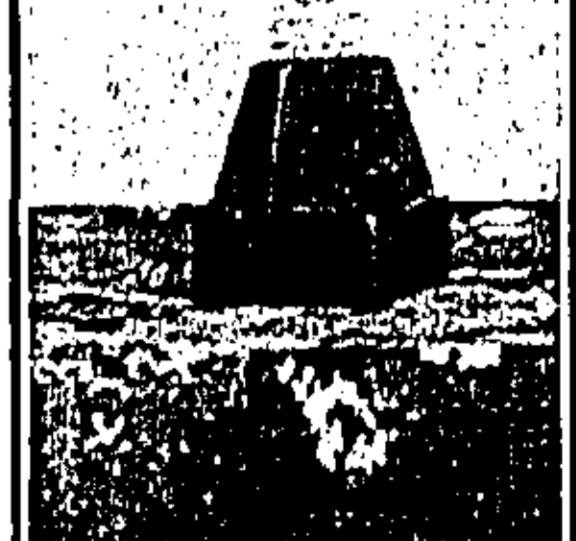
The Top Picture Illustrates An Exceptionally Smart Walking Shoe in TAN CALF with Insets of Genuine LIZARD SKIN—Cuban Heel.

*A Bective Model.*

The Lower Picture Shows a Charming Evening Court Model in BLACK SATIN with APPLIQUES of GOLD KID.

*Hand Turned.*

FRESH IDEAS IN MODERN FOOTWEAR ARRIVING CONSTANTLY.



Shoes which faithfully portray the modern mode.

**GORDON'S**

THE HOME OF BEAUTIFUL SHOES.

# Fur Trimmings and Fur Coats



Once the Emphasis  
Was on the Richness  
Of the Pelt Itself,  
But Now the First  
Demand Is for Style  
In Design, and Not  
Mere Expensiveness



III  
Henri Bendel Uses Fur Down Both  
Sides of This Tweed Sport Suit.  
The Hat Is a Rebaux Creation.

Bernard and Company Present This  
Black Broadtail Fur Model Showing  
Flared Coat and Odd Shaped Sleeves.

II  
This Coat of Ermine Dyed Beige,  
Created by Bernard and Company,  
Has a Matching Fox Fur Collar.



IV  
For an Evening Wrap, Bendel Suggests  
Black Chiffon Velvet With Huge Collar  
And Wide Cuffs of Snuffy White Ermine.



V  
Bendel Uses White  
Gallic Fur as Fabric  
For a Tie Collar  
On This Tweed Coat.  
The Hat Is Rebaux's.

FURS have always been a fascinating subject, and the favored article in women's apparel, but the feeling about fur has undergone considerable change.

Once the entire emphasis was placed upon the pelt. A fur coat or a set of sables was an investment that one expected to realize on over a period of years rather than a quick turnover.

Today there is no virtue in mere fur, be it ever so costly. A cloth coat that is smartly cut and aware of the latest Paris treatment is infinitely to be preferred to a mink without fit or shape.

And fur-trimmed coats are quite as warm and as comfortable as all-fur models. It's the style, not the fur that counts. There are a hundred fine-sounding names under which the commonest and cheapest of furs masquerade. But no one minds in the least, if the fur is made to look desirable. Rabbit, under many aliases, and sometimes just as rabbit, is one of the leading furs in the moderate-priced coats.

It is interesting to notice how discreetly and how well furs are being used this season, both as wraps and as trimmings. The fur-trimmed dress is back with vengeance. Bands of fur are consorting with velvet, lace, chiffon, and the less elaborate fabrics, just as they did in the Victorian days. Fur is marvelous with the fancy new wool fabrics and the tweeds. Madame Agnes and other French modistes are using it for hats, and as trimming on hats. A little bow of white ermine on the shoulder of the black velvet dress bids fair to become just as popular as the ragged blossoms of fabric.

REGARDING furs in general, it is well to note the prominence of brown—a fashionable color, anyhow—which means not only brown, but all the beige tones that blend so marvelously with darker browns.

Among the leaders are summer ermine, a new dark brown sealskin, Breitschwanzt, of course, and caracul, astrachan, pony and the dyed furs, not to mention the staples, mink and sable.

Coats are of every length, from the shortest of jackets to three-quarters, seven-eighths, and full length. Naturally, as the winter wears on, coats are bound to get longer.

Fur has become more democratic, as well as more original, this year, for it has included every-day types of dresses and cloaks in the background which it chooses. It no longer rules supreme on those garments which are worn only when gayety and soft lights and music form the setting, but has found its way about offices and streets.

Through it all, however, it insists that it be treated in the royal manner that it deserves. A fur that reveals its cheapness is ostracized. It must either possess richness in itself or have obtained it through treatment.

Fur has always been used as a softening background for faces. Now stylists are realizing

that it may create a like effect if used on hats as well. Moreover, fur is distinctly feminine and fashions are sounding the keynote which was given day before yesterday when candle-lighted rooms and a song at twilight made a charming background for laces and velvets and furbelows.

The dominant note in the use of fur this season is the casualness with which rich and elegant furs are used, and the assurance with which cheaper furs, carefully treated, assert themselves.

The mode has infinite variety and charm, and there is no limit to the interpretations that may be put upon it.

I. THE Parisian styles show two excellent models for general wear, that are practical as well as elegant. One is of black broadtail fur, cut with the new flared coat and the odd-shaped sleeves, with softer fur used discreetly to frame the face. It is from Bernard and Co., a French house that is particularly successful with furs.

II. THIS second model, which is also from Bernard and Co., is of ermine-dyed beige, with a full surplice collar of fox exactly matching in shade.

III. HENRI BENDEL, the New York couturier, illustrates three striking uses of fur as trimming on three different styles of wraps. One shows the use of fur down both sides of the coat on this sports suit of dark green tweed. The fur is fisher-dyed raccoon and also forms the facing of the cuff, coming down as a piping on the coat cuff. This contrasts charmingly with the dark green crepe blouse. Incidentally, this chic chapeau is of green velvet and gros grain ribbon.

IV. NATURALLY, any thought of an evening wrap brings thoughts of ermine, and here again Bendel has scored in this evening wrap of black chiffon velvet with a huge collar and wide cuffs of the most soft and snowy white ermine.

You will notice here a new application of ermine, used flat and in a wide piece as though it were the skin of a large animal instead of a tiny one—and the tails are not featured at all.

V. ANOTHER instance of good selection is the combination of a black and white tweed coat, cut with diagonal lines and to give diagonal stripes to the material, with the tie collar of white gallic, used just as if it were a fabric or any soft material. The bow is formed by slipping one end through a slit in the collar.

The cuff shows a style trend that is absolutely new, the use of the fur on the inside of the cuff rather than the outside, with just a piping of the fur coming out from below the tailored cuff.

**A CAR FOR CHRISTMAS?**  
MAKE YOUR CHOICE FROM FOUR SUPREME  
VALUES—  
Studebaker... Erskine  
Morris... Chevrolet  
EACH A LEADER IN ITS PARTICULAR SPHERE.  
BOOK ONE FOR CHRISTMAS MORNING.  
THE HONGKONG HOTEL GARAGE.

# Hongkong Telegraph.

## Pictorial Supplement

November, 16th, 1929.

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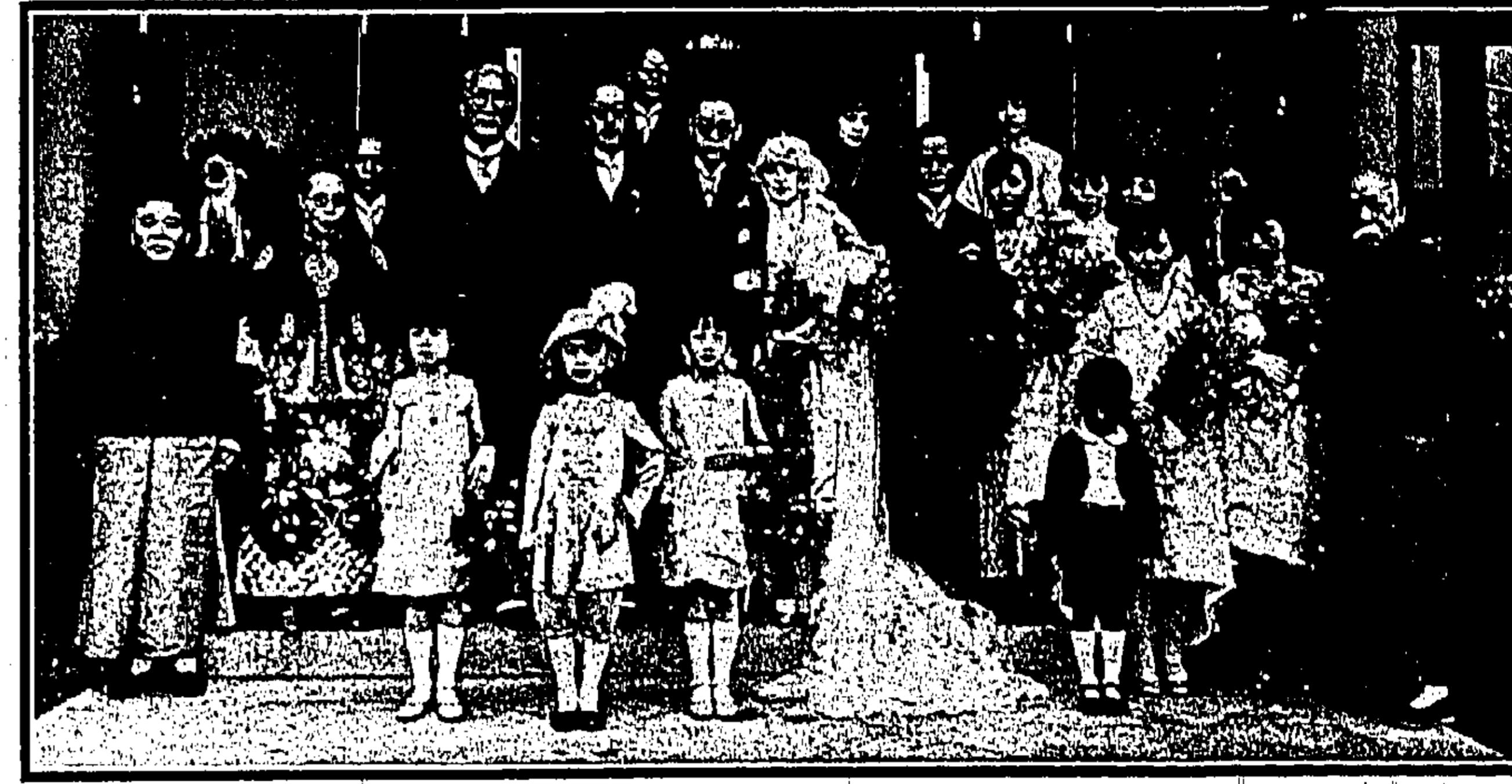
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GUARANTEED PURE

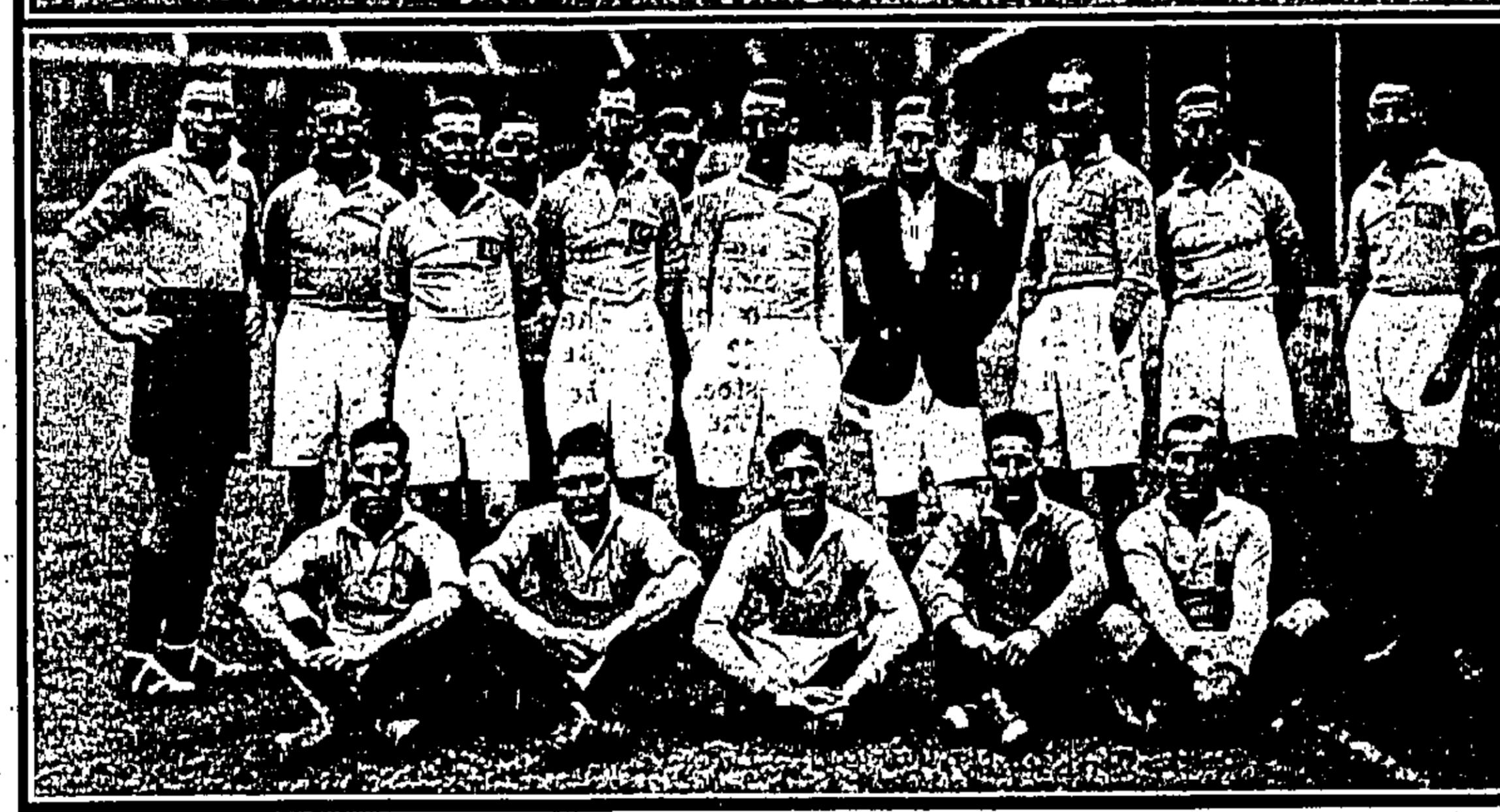
THE DAIRY FARM, ICE, &  
COLD STORAGE CO., LTD.



Four local ladies who did useful work in the sale of Flanders Poppies on Armistice Day. (Photo: Ming Yuen).



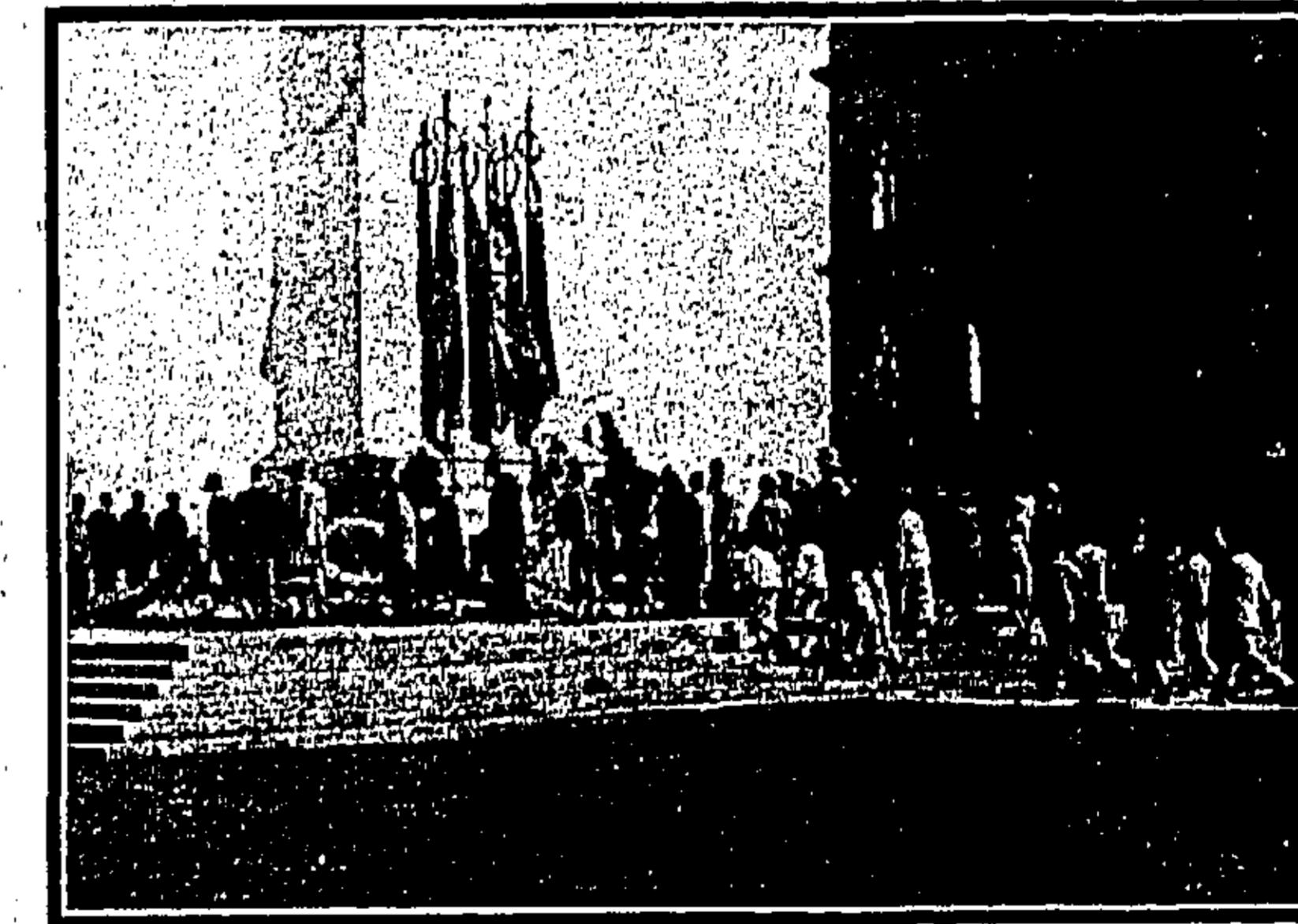
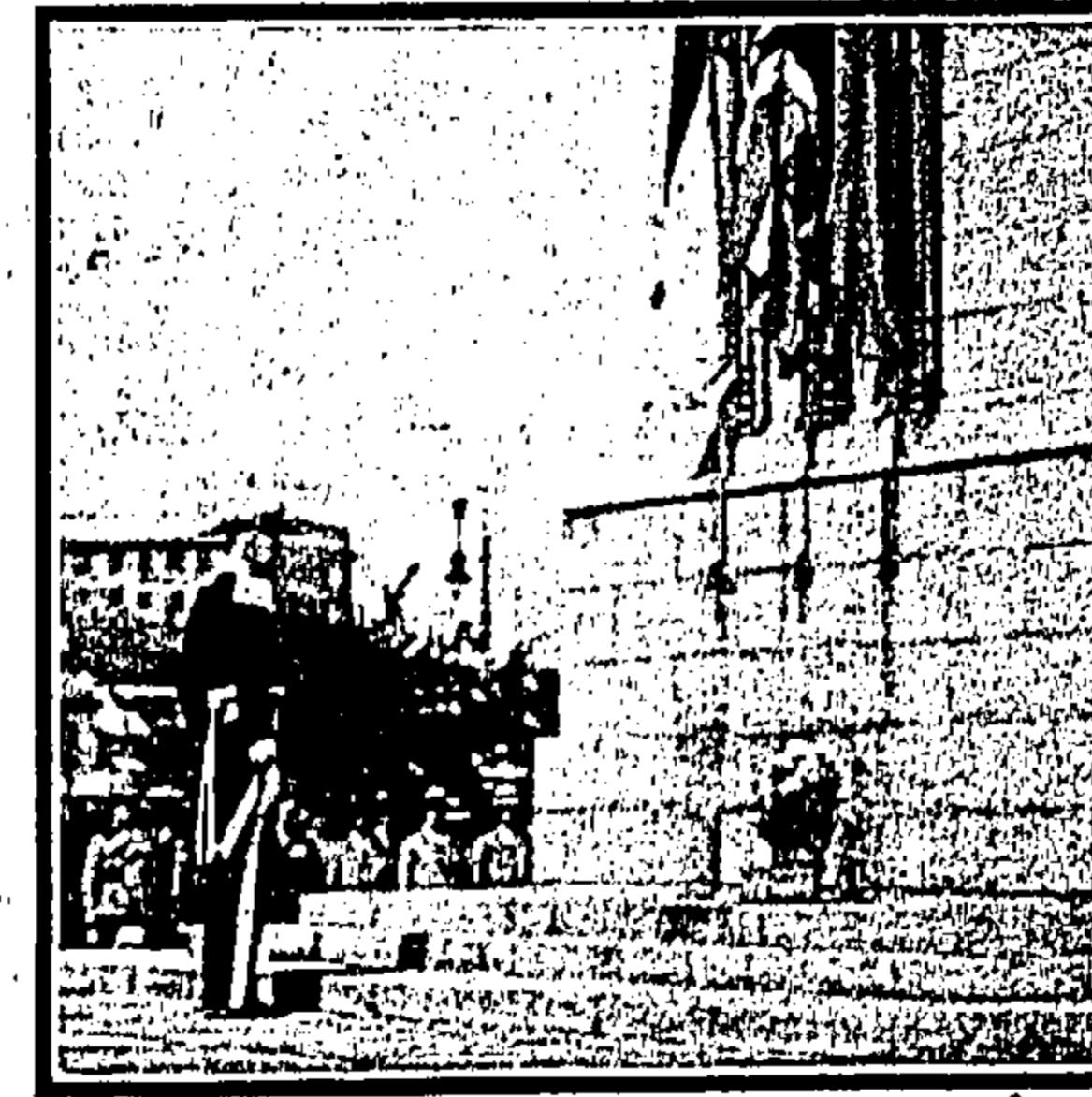
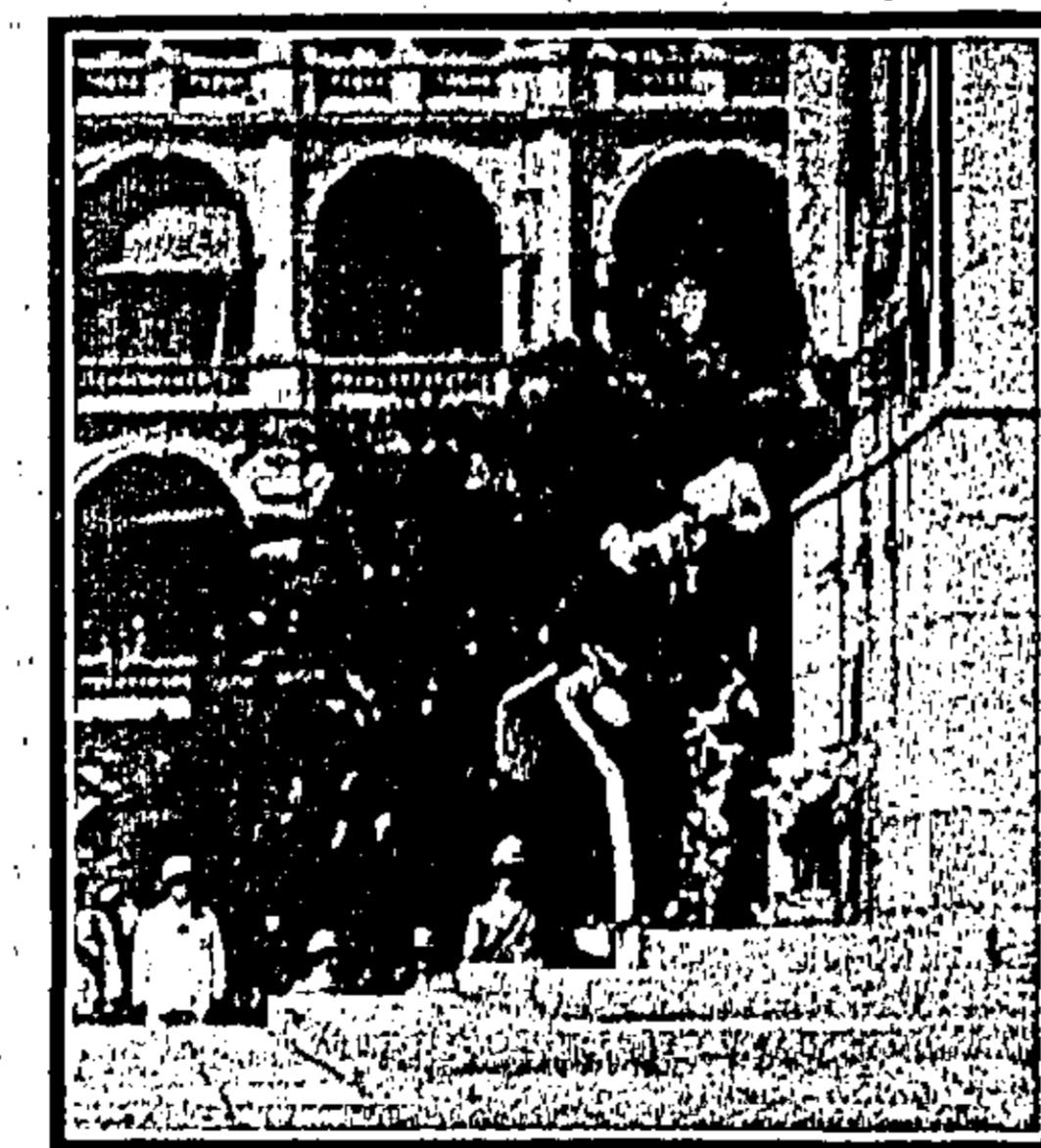
Much interest was centred in the wedding on Saturday last, of Mr. Kwok Tsan, son of Mr. Kwok Siu-lau, and Miss Gertrude Suk Woon Chan, eldest daughter of Mr. Chan Lim-pak. Above is seen the bridal party and relatives. (Photo: Mee Cheung).



Last week, the Somerset Light Infantry rugby team defeated the Club 2nd. XV by eight points to nil. Top, the game is seen in progress; bottom, the victorious team. (Photos: Mee Cheung).



Above, a smiling quartette of girls who helped in the sale of poppies on Armistice Day; below, Service men and Police with wreaths which were later laid at the base of the Cenotaph. (Photos: Ming Yuen).



These two photographs show H.E. the Governor at the Cenotaph on Armistice Day. On the left, His Excellency is shown laying a wreath at the base of the monument. (Photos: Mee Cheung).



This picture shows part of the large crowd which visited the Hongkong Cenotaph after the wreaths were laid on Armistice Day. (Photo: Mee Cheung).

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**LADIES—**

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SPECIAL DISPLAY  
OF  
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The Latest.  
CALL AND INSPECT.

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HONGKONG.

H.E. the Governor and Lady Clementi, accompanied by Capt. A. J. L. Whyte, Private Secretary, arriving at St. John's Cathedral for the Armistice Day service. (Photo: Ming Yuen).

Group taken after the wedding of Mr. V. M. Hast and Miss L. M. Collison. The ceremony took place at St. Andrew's Church, Kowloon on Friday of last week.

## BRITISH CARS ABROAD.

## The Question of Empire Preference.

Sir Robert Horne, in a letter to the Times dated October 8, says—

Among the changes purposely made for our benefit in the recently amended Australian tariff the new concession to our motor industry, raising the preference on British chassis from 20 to 30 per cent, is a salient example of the value of commercial ties within the Empire; and it is sufficiently important to require from the Government a reconsideration of their attitude to Imperial Preference and, incidentally, to the McKenna Duties. This fresh evidence of warm sentiment and active economic support on the part of the Commonwealth would be impressive in any circumstances; its significance is greatly intensified at the present time, when the main preoccupation of all parties is to obtain employment for our people.

Of all the things which have brought us consolation in the midst of industrial distress, the activity of our automobile industry is the most conspicuous. It is one of the greatest sources of employment in our country to-day, and, directly and indirectly, gives occupation to a vast number of wage-earners. It has had to contend with most severe competition both in Britain and overseas, especially from the United States of America, whose manufacturers have the incomparable advantages of prodigious mass production (with proportionate savings in costs) and a highly protected home market possessing the greatest purchasing power in the world. Nevertheless, British producers have made continuous progress, and, encouraged by the measure of security afforded by the McKenna Duties, have increased both their home and foreign sales year by year.

The British car, however, has hitherto failed to make appreciable progress in unoccupied countries and not least in the British Dominions and Colonies whose markets are literally swamped by American cars. I confine myself to the case of Australia, which, in addition to car bodies and tyres and other accessories, purchases nearly £10,000,000 worth of motor chassis, assembled and unassembled, in a year. Undoubtedly, Great Britain has, up till now, obtained a very small share of this trade—amounting in this present

their position; they will inevitably lose the great part of the trade they have won, and the country will lose the employment which goes with it. Mr. Thomas has rightly declared that the only real solutions for unemployment are orders for our goods. Is there any valid reason why we should deliberately deprive ourselves of orders which the Government of Australia is helpfully attempting to obtain for us? And is Mr. Thomas to travel the world in search of new opportunities of employment while Mr. Snowden destroys what we have not?

Most of the features which previously rendered the British car unsuitable for Australian conditions have been altered in the types now made for export, but it is still an almost insuperable task for British builders to produce a car in the cheaper ranges with sufficient power to overcome the steep gradients and rough roads which prevail outside the urban areas in Australia. This lack of power is due to the fact that, in Britain, cars are taxed on their power, and the British engine is accordingly built with the minimum necessary for our excellent British roads. To make a separate model, suitable to Australian conditions, greatly increases the builders' costs and prices. America, with no tax on the power of the car, makes the same model for home and foreign markets, and is able, in consequence, to sell a more powerful car at a lower figure.

British producers have striven valiantly against this malign handicap, and only by reason of the preference already enjoyed have they succeeded in keeping a precarious hold on the Australian market. Now, as I am authoritatively assured, the recent increase of 10 per cent. in the preference accorded to British cars will make enough difference to enable British builders to construct a separate and more powerful car suitable for the Australian market with cheerful prospects of success. It was for this purpose that it was accorded to them.

But they are in imminent danger of losing the opportunity to develop this profitable and friendly market, with its great present value and ever-increasing promise. Mr. Snowden has made it clear that he desires, as soon as possible, to abolish all the preferences which we give to the produce of the Dominions, and apparently he looks with equanimity upon the loss of the preferences which we at present enjoy from them. If this policy prevails the struggle which our motor car manufacturers maintain, even now, with great difficulty in Dominion markets will become impossible. They will not only fail to improve

it shall be told that this is asking Ministers to forswear Free Trade. But consider their own recent actions. In order to increase employment in the steel trade Mr. Thomas proposes that our railways should use steel sleepers—to be made solely in Britain. Similarly, the Government favours the re-enactment of the Trade Facilities Act, or an analogous measure. The conditions of that Act require that everything capable of being made here must be ordered here. Further, in connexion with the much-advertised programme for giving employment upon road-making, it is a necessary condition that only British materials shall be used. These schemes do egregiously more violence to Free Trade than an import duty on foreign cars, and without providing nearly so much valuable work.

If employment were being injured in any other industry by reason of the motor car duties, the threat of their withdrawal might be understood. But not single voice has been raised to make any such complaint—or, indeed, any complaint of any kind. Why then create widespread alarm in a vital industry and run the risk of losing work which to-day is our most poignant purpose to maintain?

In such a situation is it too much to ask the Government for early decisions? The building of large numbers of motor cars

at present enjoy from them.

## BUILT LIKE A SHIP.

## International Tunnel.

## ROAD IN SECTIONS.

A novel method of tunnelling is being employed on a new subterranean road between Detroit (U.S.A.) and Windsor (Canada).

The tunnel is being built in 250 ft. sections on a slipway. These are closed at the ends as completed and launched like a ship into the water. They are towed into position and sunk to their places on the river bed, which has been dredged out to receive them.

The sections are built six miles from the tunnel site, and have an inside diameter of 31 ft. Each one is lined with some 4,200 yards of concrete, and the total weight is about 8,000 tons. The builders, Canadian Bridge Company, expects to have all the sections in place before the severe winter sets in.

The completed tunnel will be almost three-quarters of a mile long and half a mile will be under water. The roadway will be 22 ft. wide, with 14 ft. of headroom.

## \$40 THE LOT.

## Car and Garage.

## AMERICAN PLAN.

The hire purchase system of buying cars has so great a hold in Uruguay (S. America) that the State bank has adopted measures

## OVERDONE.

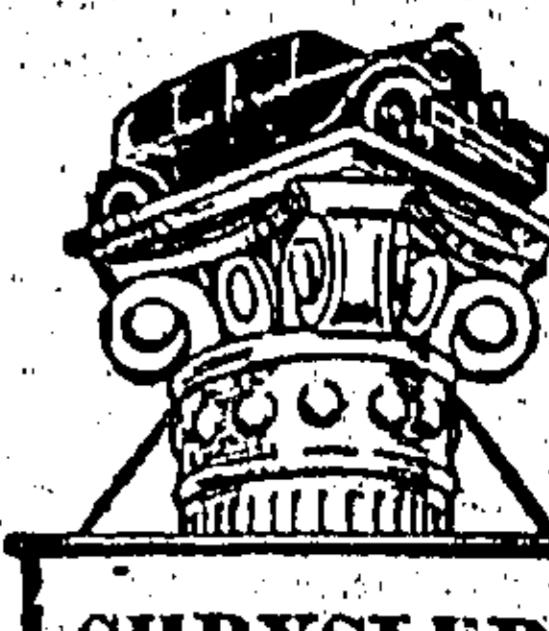
## Wild Hire Purchase.

## BANK'S HARD CURB.

The hire purchase system of buying cars has so great a hold in Uruguay (S. America) that the State bank has adopted measures

to curb it. The expenditure on motor imports amounts to more than a seventh of the total imports in Uruguay. Cars are usually sold on terms consisting of a small cash payment and the balance in 30 monthly instalments.

The State Bank which hitherto freely discounted such paper has raised the rate to 8 per cent. per annum, and other banks are expected to follow suit.



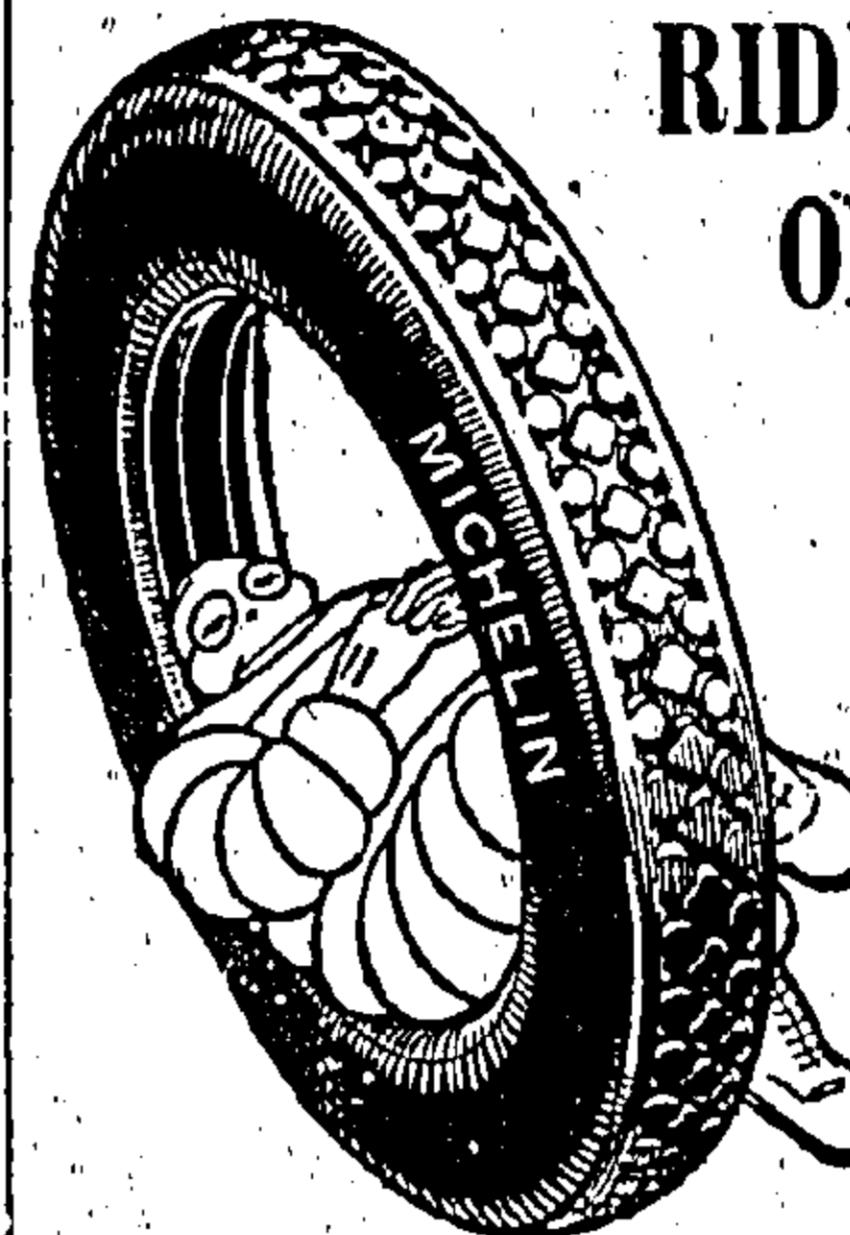
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A giant for size and a giant for sound. A booming "Big Bertha" with a smash that clears the way.

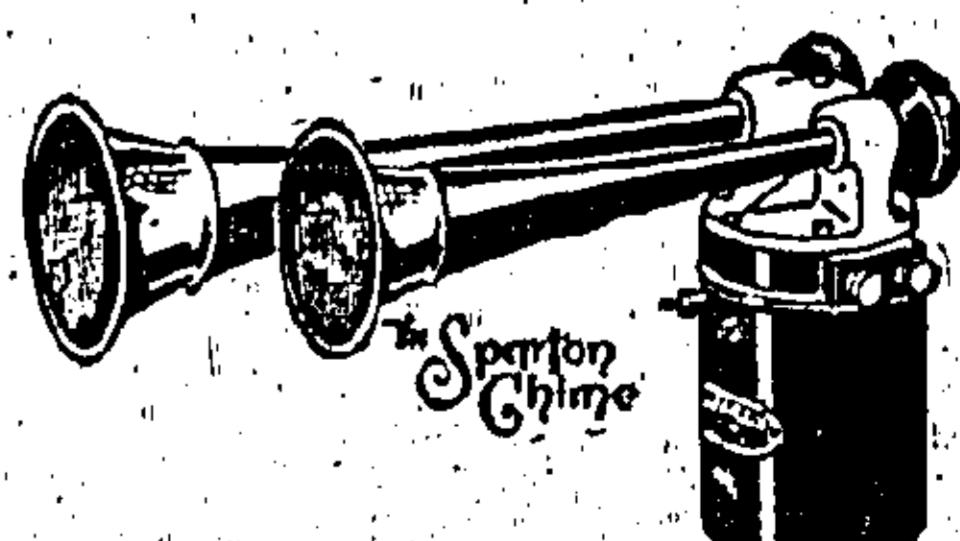
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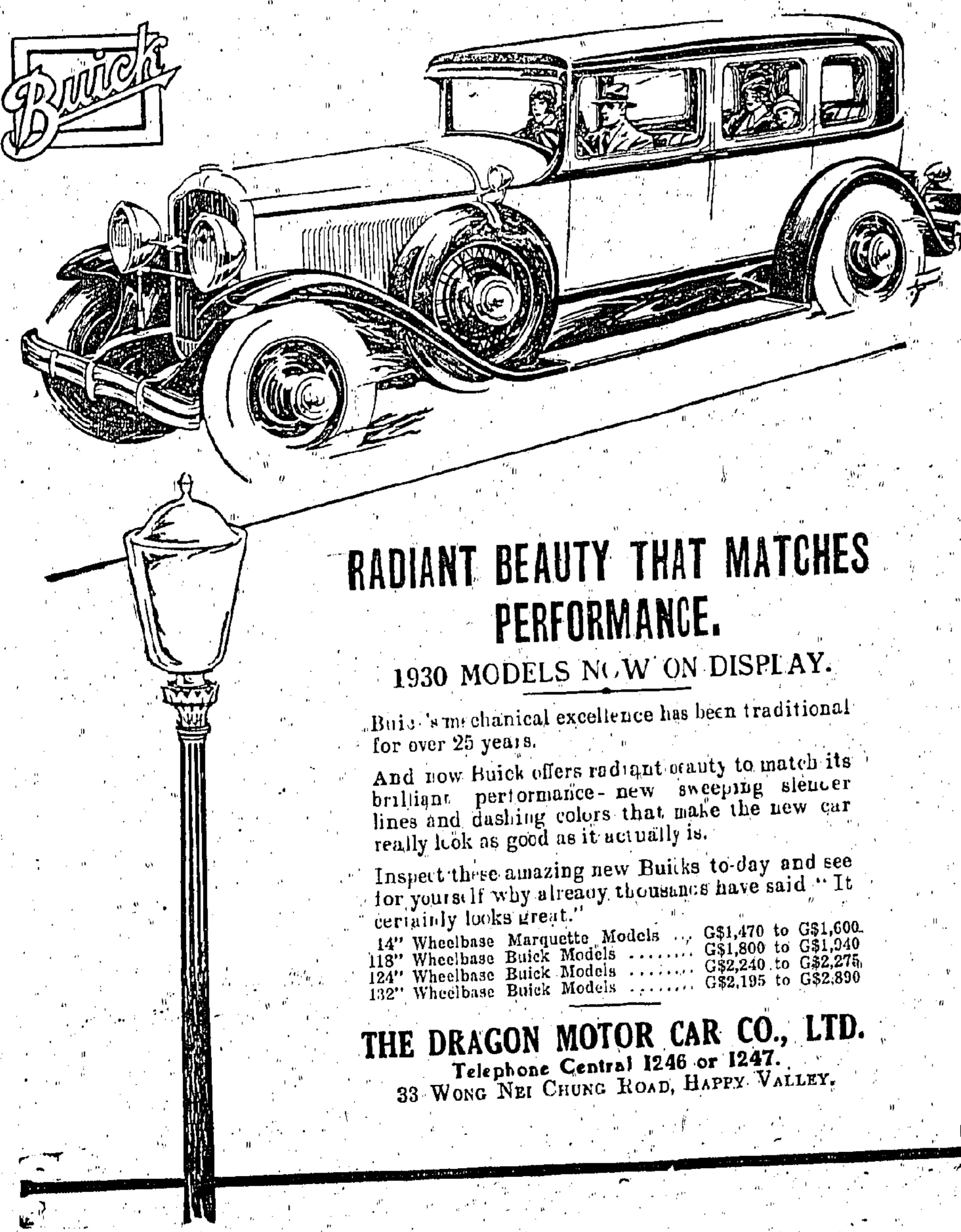
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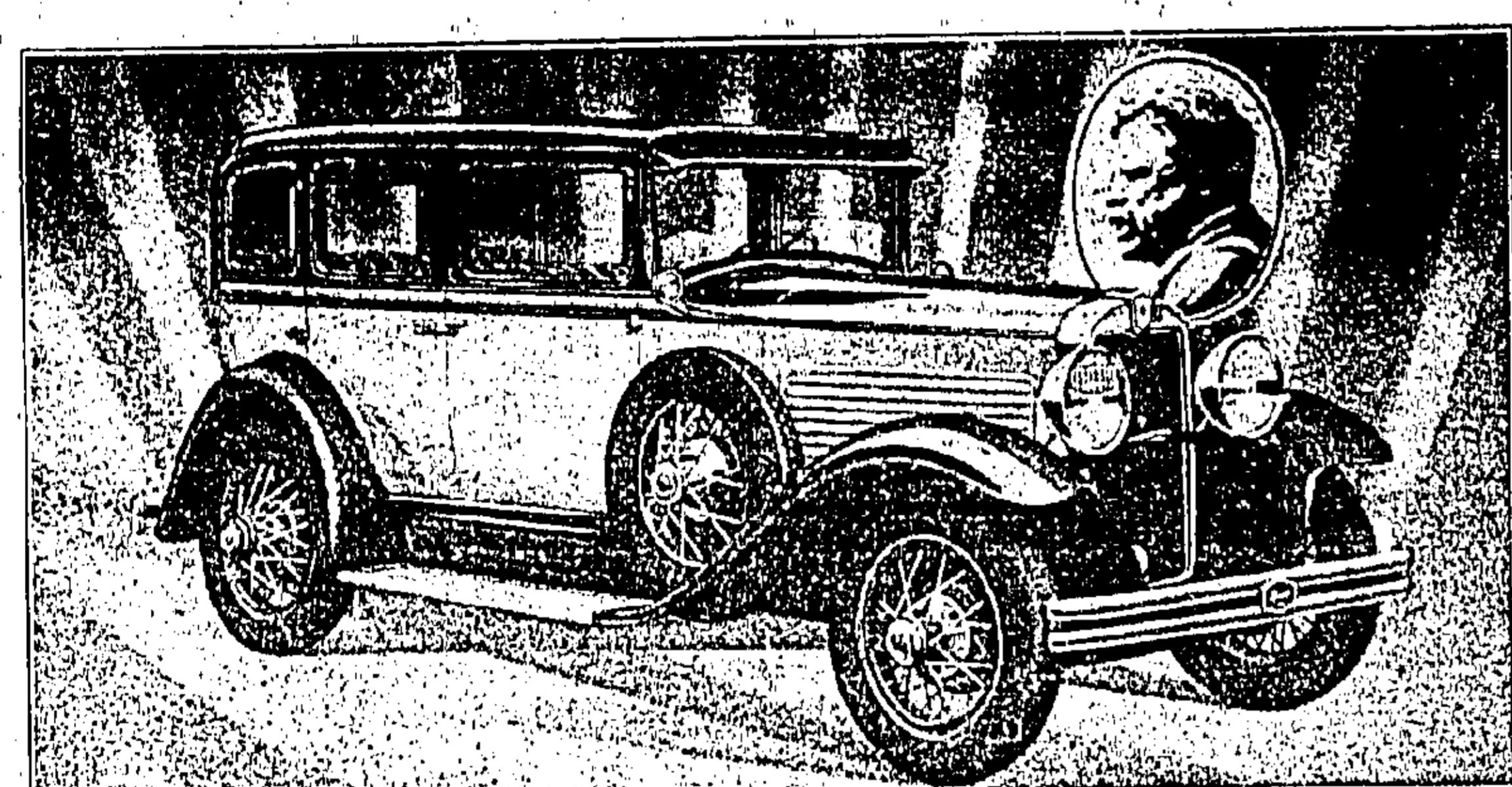
And now Buick offers radiant beauty to match its brilliant performance—new sweeping slender lines and dashing colors that make the new car really look as good as it actually is.

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### INTERNATIONAL MOTOR CYCLE TRIALS.

A Triumph for British Machines and Riders.

London, Oct. 7. The eleventh International Six Days' Trial of the Federation Internationale des Clubs Motorcyclistes was one of the truly classic contests in the history of motor cycling sport. Carried out over a route embracing no fewer than five countries, and crossing several of the most famous mountain passes in Europe, this Trial can be characterised as one of the most gruelling events ever organised.

The route chosen was far more severe than that of any similar competition held in Britain could possibly be. There were terrible road surfaces in many places often inches deep in dust, and long tortuous mountain passes with scores of difficult hairpin bends to be negotiated. Added to these difficulties the heat was extreme, and the high schedule speed of 25 m.p.h. coupled with long daily mileages were a heavy strain on both men and machines. To complete the epic nature of the Trial came the high-speed tests over the Swiss Grand Prix circuit at Geneva, which eliminated half the survivors of the preceding five days.

Out of an entry of 172, of which only seven failed to start, the British contingent were the least familiar with the conditions; the Continental competitors were "on their own ground," and several foreign countries—notably Sweden, Germany and Holland had mustered teams and machines of great competence. These facts make the British success in the Trial all the more praiseworthy.

The Six Days' Trial is intended to combine all the road difficulties that may be met with in the course of general touring. The course chosen this year which traversed some of the most difficult country in Germany, Austria, Italy, France and Switzerland, was calculated to put the severest test on the endurance of riders, and the sturdiness and reliability of their mounts.

A system of marking was employed by which certain time checks were made, it being necessary for riders to maintain over nearly the whole of the route an average speed of not less than 25 miles per hour (in certain portions this was slightly lowered). In the final speed trial machines had to be driven for one hour at a certain minimum speed according to class, the excess over this minimum constituting the final differentiation between any national teams which might have even marks up to the time of the speed trial.

On the first day's run many competitors got into difficulties on the severe 1-in-4 gradient of the Ettauerberg, and at one time there were 28 machines stuck simultaneously in the rough, boulder-strewn road. During the second day's stretch from Partenkirchen to Feldkirch in Austria, some of the competitors had their first taste of Alpine conditions, having to drive for some five miles along a blind, twisting rock shelf with often a sheer drop into a gorge a thousand or more feet below. The third day competitors had to climb the famous Klausen Pass, 6,000 ft. high at its summit, with numerous hairpin bends and 28 miles of continuous ascent. None of the riders, except one or two Continental entries, suffered from overheated engines. The day's run of 20 miles ended at Pullanze in Italy. On the Thursday most of the route lay over Italian roads, thick in dust and containing innumerable potholes, the sun being at its fiercest, and there was a severe climb of fifteen miles along an eight-foot shelf, with one of the worst road surfaces so far encountered.

**LINDY, SPEEDSTER.**

Proved as Driver.

**PACKARD AT 112 M.P.H.**

Colonel Charles A. Lindbergh has proved himself to be almost as much at home at great speed on the ground as he is in the air.

Driving a Packard stock car at 112 miles an hour, he showed an aptitude that should make him one of the greatest racing drivers if he were to take up this form of sport. Colonel Lindbergh's face was wreathed in smiles as he stepped from his car after completing a half-dozen or more laps at top speed on the concrete track of the Packard proving ground, near Detroit. It was the fastest he had ever ridden on the ground.

He was personally clocked by Mr. Alvan Macauley, president of the Packard Motor Car Co., and showed that he could travel at tremendous speeds with the utmost safety while he was at the wheel and the control. According to Mr. C. H. Vincent, who rode with him, Colonel Lindbergh is just as good as any of Packard's expert drivers. With a little more track experience and greater familiarity with racing practice, Colonel Lindbergh would be qualified to compete in any automobile racing contest.

### "FLATAVANS."

Unique Motor Vehicle.

### HOME ON WHEELS.

To the long list of unique motor vehicles which have been built on the various types of Thornycroft chassis, one of the most recent was described in the *Times* of September 5th, and is quite one of the most interesting.

It was a supercaravan designed by Mr. Melville Hart, a well-known Naval Architect, who has become quite famous for his "flatavans" as he calls these caravan types of vehicles he has made his particular specialty.

For this latest example he selected the Thornycroft rigid six-wheeled type "AA" six-cylinder chassis, which is eminently suitable for caravanning by reason of its capabilities for travelling across country. The vehicle is thus able to leave the road and allow its owner to seek the real solitude of natural surroundings, away from all the traffic such as to make an irresistible appeal to the true camper and yet provide him with all the home comforts of a beautifully equipped caravan.

The body of this unique "flatavan" is approximately 20 ft. long and

by 7½ ft. wide divided into four compartments comprising a driving compartment, the seat being convertible to an emergency bed, the saloon containing two large settee berths convertible into four sleeping bunks at the rear of which is an enclosed lavatory with shower bath, pantry with gas stove, refrigerator, etc., leading to a rear platform with overhead awning and side curtains which latter provide a spacious open air lounge that can be dismantled and the hinged platform folded against the rear wall of the body when travelling.

The whole of the interior of this wonderful Thornycroft caravan is of dull polished oak, all metal fittings being chromium finished; the indispensable home atmosphere being provided by the cheerful combination of colourings of the upholstery, window curtains, electric lamp shades and floor coverings.

Caravanning by means of trailer attachment to private motor cars is a form of holiday that is gaining many adherents every year, but there are far more possibilities for such a vehicle as described, particularly in overseas countries where its owner could live comfortably for long periods and travel wherever he willed.

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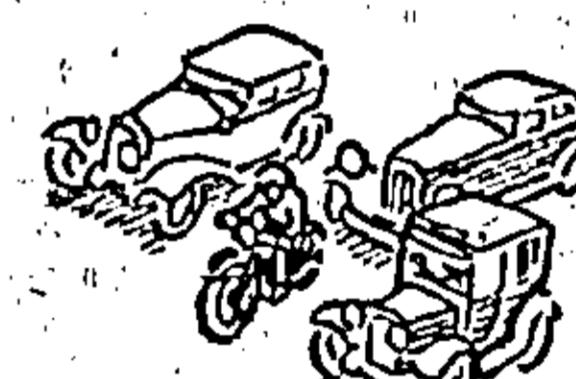
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**WE OFFER SPECIALISED AUSTIN CAR SERVICE  
TAKE ADVANTAGE OF OUR SPECIAL MONTHLY SERVICE RATE!**



**"WHERE YOUR AUSTIN GETS A SQUARE DEAL"**  
**IDEAL MOTOR CAR CO.**  
PRAYA RECLAMATION  
EVERY JOB PERSONALLY SUPERVISED BY MR. GOETZ.

# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

## SLOW LEAKS IN TYRES.

The gradual escape of air from a tyre and its premature deflation is always a nuisance, as it entails inordinate frequent visits to a "free air" station or recourse to the pumping equipment of the car. Running balloon tyres in an over-soft condition is even more rapidly destructive to them than to tyres of the more rugged high pressure type. When one tyre "goes down" faster than the others, the most likely presumption is that it valve leaks. Turn the wheel until the valve stem is at its uppermost position, remove the valve cap and immerse the stem in a tumbler full of water. If bubbles escape from the valve stem, the valve leaks. Possibly by screwing in the valve-inside or plunger more tightly, with the slotted end of the cap, the leak may be stopped, but if not, screw out the plunger, wet its packing and replace it. If this does not prevent leakage, replace the old valve inside with a new one, testing it for tightness. Occasionally a valve stem has a defective seat and no plunger will fit air-tight in it. In this case have a tyre repairman ream out the seat or have a new stem put into the tube. In case the valve tests "tight" the tube itself leaks and should be removed and tested for air bubbles under water, after it has been lightly inflated. Note how the tube lay in the casing, so that when the leak has been found, its position therein can be identified and examined to see if there is an inside fabric break at this point, which has pinched the tube or a nail or other sharp object, just protruding through the casing, that has made a minute puncture in the tube. Occasionally a tube is found to leak slowly where the valve stem is inserted in it.

Question—Number one cylinder of my four-cylinder engine does not fire at all when running idle or when the car is moving slowly on the level, but it fires all right when I give it considerable gas.

Answer: The amount of end-play is regulated by the clearance al-

## AIR SAFETY.

Dead Engine Tests.  
TWO WERE ENOUGH.

An air test with a view to safety first was recently carried out in England on an Argosy aeroplane delivered to Imperial Airways.

When the test was made there was little wind, but the weather was hot, and the air somewhat bumpy.

The plane left the ground in 11 seconds, and climbed to a height of between 2000 and 3000 feet, when each of the Armstrong-Siddeley engines was switched off in turn for a period of 10 minutes, and the aeroplane was flown on the remaining two units.

It was found that a height of over 2000 feet could be maintained with any one engine stopped, while flying at an air speed of between 75 and 80 miles per hour.

With the two wing engines running the performance was a little better, the machine climbing steadily, with the centre engine stopped.

The behaviour of the engine switched off was interesting, for it was found that the aircrew continued to turn the engine at a very low speed for about five minutes when it stopped. To start the engine again, the aeroplane was speeded up to about 100 miles an hour by diving slightly.

Newest type 400-510 h.p. Jaguar engines, with reduction gear, were used, and one engine had flown more than 450 hours without overhaul.

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## RIGHTS &amp; WRONGS.

## Employer's Accident Liability.

## BY A BARRISTER.

It is a commonplace to say that accidents will happen, when they do it is the lawyer's job to find out what rights and liabilities arise out of them. There must to-day be thousands of commercial travellers on the road driving cars, and it is the purpose of these notes briefly to examine the liability of an employer to a commercial traveller or his dependents, should the traveller be killed or injured when driving on business a car provided by his employer.

The Workmen's Compensation Act, 1924, provides for payments made in certain cases to a workman injured by accident arising out of and in the course of his employment, but, it is provided that no liability shall fall on the employer in respect of injury caused by the employee's serious and wilful misconduct, unless it results in death or serious and permanent disablement, while the maximum amount payable in fatal cases is £500.

**Exclusions.**  
Any person employed otherwise than by way of manual labour whose remuneration exceeds £350 a year is excluded from the Act, or, in other words, no one whose remuneration exceeds £350 a year. It will be noticed that the Act does not say "is paid at the rate of £350 a year," but this does not imply that a full year's work for over £350 is necessary) can claim the benefit of the Act unless they are "employed by way of manual labour." To many, it might seem obvious that a commercial traveller is not so employed, but it was held in 1907 by the Court that a bus driver who had to do running repairs (doubtless a not infrequent necessity in those days) was "engaged in manual labour" within the meaning of another Act. On the other hand a driver of a horse tram is not a manual labourer and in the writer's opinion a commercial traveller who drives a car and is above the £500 a year limit, would not to-day be held to be "employed by way of manual labour" and such a person therefore would get no protection from the Workmen's Compensation Act, 1924.

But though he is outside that Act, it does not necessarily follow that an employee and his dependents can have no claim against the employer. At common law (that is, apart from Acts of Parliament) it is the duty of an employer to see that his business is properly controlled—and one of the corollaries of this is that proper machinery must be provided. Thus, an accident proved to be due to defective steering gear might involve an employer in liability at common law. The Employer's Liability Act, 1890, has modified in favour of the employee the rules of common law, but it will be seen that only important duties.

**Not for Commercial.**  
It is, then, on the whole subject to the qualifications indicated above, a reasonably accurate statement to say that a commercial traveller making over £350 a year gets no protection from the law either for himself or his family if he is injured in a motor accident and in view of the ever-increasing toll of the road every prudent person so employed might well consider the advisability of taking out a personal accident policy.

**Moderation the Solution.**  
The problem is in reality not difficult to solve. The trouble is due principally to the all-too-common

## POOR VISIBILITY.

## Coachwork Which Spells Danger.

## "BLIND" DRIVING.

The time has come to utter a word of warning on the subject of a tendency in motor car coachwork that has already reached the dangerous stage. In the olden days, when cars were novelties and those who drove them adventurers on uncharted seas, the seating accommodation was such that one sat on—not in—the body. Exposed to every wind that blew the stalwarts endured hardships that the modern "spoiled" child of progress would not tolerate for a moment.

But the pioneers had one great advantage: they enjoyed a practically unrestricted view, not only of the road ahead, but also of their own front mudguards. In those days the ability to see at a glance the precise location in space of the near front wheel was not so important as it is at the present time for a quarter of a century ago the roads, to all intents and purposes, were deserted, and one might travel on them for miles at a stretch without seeing any vehicles except an occasional farm cart and the butcher's baker's boy behaviour with a pony much as he usually behaves to-day with his light motor van.

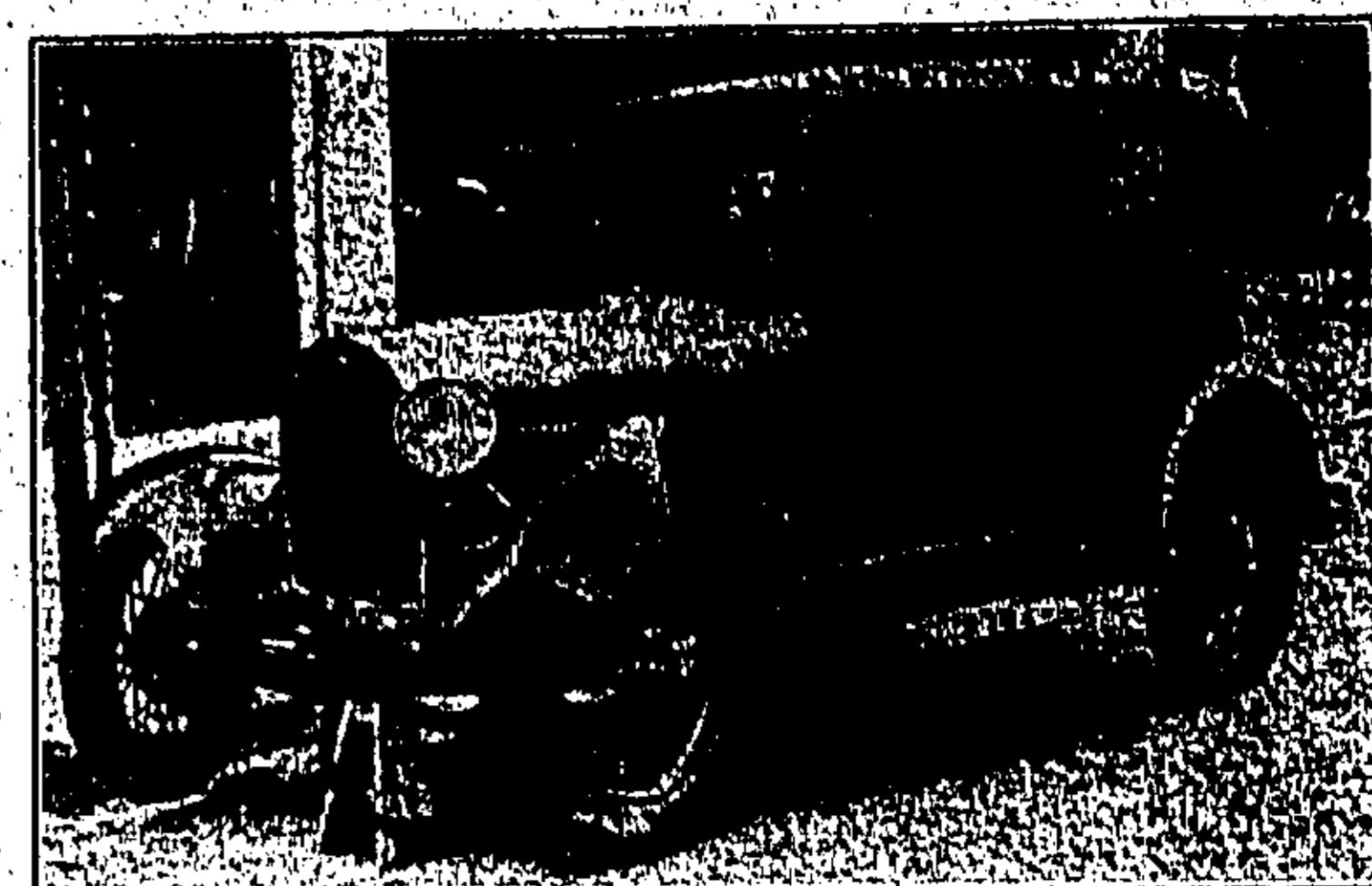
**Sheltering in Our Dug-Outs!**  
Then, as motor cars began to come into general use, a cry arose for protection from the elements, and inch by inch we sank down into the body, and so the body sides grew ever higher and higher about us. And as we sank so did our range of view become restricted. No longer did we look almost perpendicularly down on to the road over the end of a short, squat bonnet. Engines lengthened and bonnets naturally followed suit, and as the radiator receded into the distance it grew in height; the tops of the front wings changed their position horizontally with the radiator, and this process has gone on until to-day we are often sitting so low in the body, and the scuttle and bonnet top are so high, that we cannot without craning our necks upwards and sideways see our front mudguards at all.

Now this is by no manner of means as it should be. In present traffic conditions, far from having the roads to ourselves, we are forced to share them with hordes of other cars, many of which are driven by persons of but scanty experience. In such circumstances an ability to see easily precisely what is going on around us, and exactly where our own wings are in relation to those of other cars is highly desirable. We may, ourselves, be not over-skilful—at any rate, we may find great difficulty in estimating to a matter of six inches or so where is the outside employer in liability at common edge of our near front guard, when law. The Employer's Liability Act, 1890, has modified in favour of the employee the rules of common law, but it will be seen that only important duties.

Even the experienced motorist is not always too happy when he is thus driving blind in a crowded thoroughfare; what the discomfort must be to a novice those of us who served our apprenticeship at the wheel many years ago can but guess. That it must be acute is obvious, and that it contributes in no small degree to the minor collisions which occur with such lamentable frequency is unquestionable.

**Moderation the Solution.**  
The problem is in reality not difficult to solve. The trouble is due principally to the all-too-common

## SHATTER-PROOF WINDSHIELD.



"A Godsend" this driver called it. The efficacy of the new Ford shatter-proof windshield. Should it ever become necessary to turn into a telegraph pole to avoid the possibility of a worse crash, it is just as well to have the protection of a windshield that will not shatter. Cases have been reported where these windshields have deflected bullets, although they are not represented by the Ford Motor Company as being bullet-proof.

mistake of overdoing something, "ran off the rail." The carrying thing which, done in moderation, of fashion to extremes in this case, would be good. The old seating as in so many others, has been our arrangement were ridiculous; they undoubtless could be improved by alteration few steps on the road leads along certain well-defined lines to complete sanity, and the body-builders must help.

**The NEW 6-PLY Silvertown Tyre Balloon That extra heavy gives More Miles and BETTER SERVICE**

**ALL SIZES IN STOCK**  
Next time TRY GOODRICH!

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Telephone C. 1668.  
Branch Office: 46, Yat Tak Road, Canton.

## JOHNSON

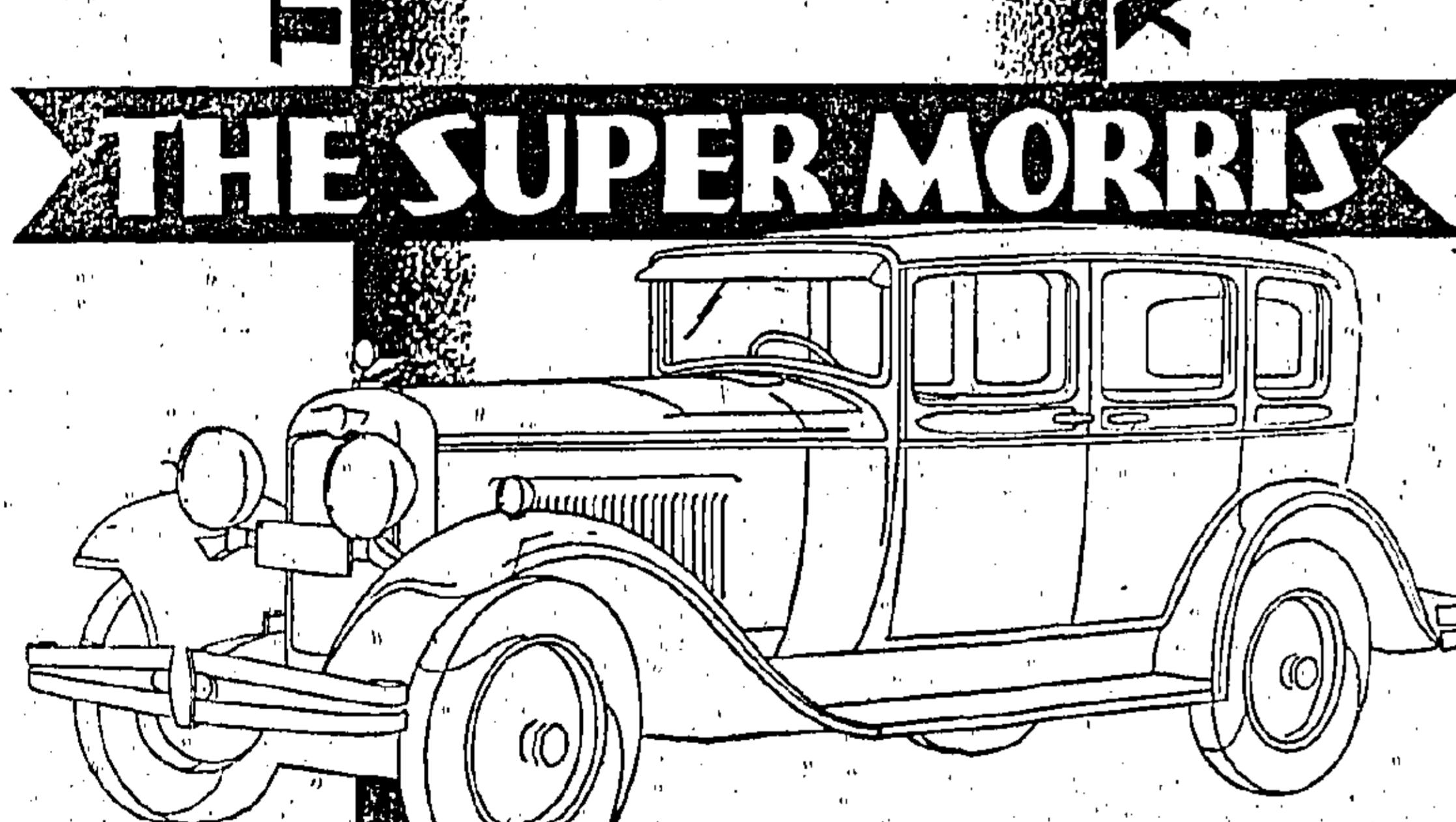


## the consistent

## WINNER

RACE after race—in speed trials and test runs—the new Johnson Sea Horse is a consistent winner. New records are being made all over the country by those Horses. These consistent victories prove that Johnson speed-power and dependability are inherent. Together with the new Release Charger—providing certainty and ease of automobile starting—the New Underwater Exhaust—bringing quiet operation—and many other Johnson improvements. Let us take you for a ride with a Sea Horse.

For full particulars apply to  
**ALF. ROSS & CO. (China) Ltd.**  
**Johnson**  
Outboard Motor



## Important technical features.

18 h.p. (R.A.C.) engine, with crankshaft balanced both statically and dynamically.  
10 over 60 on top.  
Overhead valves with pent-roof, anti-knock head.  
Light, non-kick steering.  
Triple glass.  
Body low-hung, but with ample clearance.  
Over 20 m.p.g.

£378

**THE HONG KONG HOTEL GARAGE**  
25 Queen's Road Central

Tel. Central 4759.



CHAIRMAN: SIR WILLIAM R. MORRIS, B.T.

PRODUCT OF MORRIS MOTORS (1926) LTD.

## THE INEVITABLE PARODY.

If you can drive a car and keep her moving  
From day to day without a minor smash,  
Thus, average-hunter's prophecy disproving  
That soon or late, you'll surely have a crash.

If you can hold your course  
When, all about you, Mug drivers do the things they shouldn't do,  
And though the people in your car may doubt you,  
Still keep your head and take her safely through.

If you can dodge jay walkers  
Without cursing, And treat them just as though they own the road.  
While harsh rebukes within your mind you're nursing,  
You hold your tongue though to explode.

If you can pick up horse-shoes  
In your tyres, When miles away from home without a spare,  
Get out the patches, spanners, levers, pliers,  
And jack her up and mend them then and there.

If you can then hop in the bus and start her,  
Not curse the poor old horse that dropped the shoe.  
Nor think bad luck has made of you a martyr,  
But just admit the blame is all on you.

If out upon the road while you are speeding,  
You come on other folks in need of aid.

You stop and proffer help they're badly needing,  
With not a vagrant thought of being paid.

If you can drive from year to year and never be charged with breaking any traffic laws:  
Placate the traffic cops with manner clever,  
And do not need a lawyer's learned saws.

If you can strike a road that's smooth and level,  
Which has a view extending miles ahead,  
And not stop hard and drive her like the devil,  
But hold her at a steady gait instead.

If you should find your radiator boiling  
(A possibility you'd thought about)  
While up a mountain side in first you're toiling,  
You stop and let her cool without a word.

If you should have the motor pulling badly,  
While baby cars pass by in dashing style,  
(Their drivers grinning, as they will do, surely)  
You beckon them to pass—you with a smile.

If you can do all that is herein stated—  
Things that by mortal have not yet been done—  
Above all motorists you will be rated,  
And, what is more, you've dreamt it all, my son.

(Sydney Sun.)

**"THE BLUE MOON."**

New Type of Motor Craft.

**SPEED OF 30 KNOTS.**

Such was the intriguing title given to the Thornycroft motor boat by the Marquise de Casa Maury, wife of the well-known managing director of Bentley Motors, Ltd.

The Blue Moon represents a quite new type of craft which Messrs. John I. Thornycroft & Co.,

Ltd., have designed and constructed for extended cruises. Although only 38 ft. long and housing a Thornycroft six-cylinder 140 b.h.p. engine, giving a speed of 30 knots, yet the boat provides most generous accommodation, including a very roomy saloon aft of the driving cockpit, with adjoining lavatory, pantry and cupboard accommodation for lengthy runs.

The Marquise de Casa Maury took delivery of the boat in time for Cowes Week, and it was subsequently his intention to cruise to the Mediterranean, where Blue Moon should be a notable addition to the already large number of Thornycroft and other luxury type of motor craft to be seen in those cosmopolitan waters.

# MORRIS Cars 1930

## HONGKONG DELIVERED PRICES.

**MORRIS MINOR (42" Track)**

R.A.C. Horse-Power Rating 8.1.  
Brake Horse-Power 28 at 3,200 Revolutions.  
Piston Displacement 617.9 Cubic Inch. Wheel-Base 18 inches.  
Speed 35 M.P.H.

Model	Nett Weight	R. O. B. Factory Price	Extras	Packing and Shipping Delivery	Hongkong Price
Tourer	4-pass.	1,232 lbs.	£130	£3	£17
Saloon (Fab. io.)	4-pass.	1,288 lbs.	140	5	20
Saloon (Metal)	4-pass.	1,350 lbs.	149	5	21

Hongkong Price includes Triplex Glass, Spare Wheel and Tube, Bumpers and Extra Hand Horn.

**MORRIS-COWLEY (48" Track)**

R.A.C. Horse-Power Rating 11.9.  
Brake Horse-Power 22 at 3,200 Revolutions.  
Piston Displacement 94.6 Cubic Inch. Wheel-Base 19.5 inches.  
Speed 50 M.P.H.

Model	4-pass.	2,128 lbs.	£163	£3	£24	£190
Tourer	4-pass.	2,184 lbs.	190	3	27	210
Coupe	4-pass.	2,212 lbs.	185	5	30	220
Saloon	4-pass.	2,268 lbs.	195	5	30	230
Saloon (Folding Head)	4-pass.	2,350 lbs.	200	5	30	240

Hongkong Price includes Triplex Glass, Spare Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

**MORRIS-COWLEY (56" Track)**

R.A.C. Horse-Power Rating 13.9.  
Brake Horse-Power 28 at 3,000 Revolutions.  
Piston Displacement 109.9 Cubic Inch. Wheel-Base 19.5 inches.  
Speed 55 M.P.H.

Model	5-pass.	2,210 lbs.	£190	£3	£27	£220
Sedan	5-pass.	2,352 lbs.	205	5	30	240

Hongkong Price includes Triplex Glass, Spare Wheel, Tire and Tube, Bumpers and Extra Hand Horn.

**MORRIS-OXFORD SIX**

R.A.C. Horse-Power Rating 15.  
Brake Horse-Power 30 at 3,200 Revolutions.  
Piston Displacement 118.9 Cubic Inch. Wheel-Base 11.5 inches.  
Speed 60 M.P.H.

Model	6-pass.	3,050 lbs.	£275	£5	£30	£210
Saloon (Fabric)	5-pass.	3,008 lbs.	285	5	35	325
Coupe	4-pass.	3,236 lbs.	295	5	35	335
Saloon (FH)	5-pass.	3,250 lbs.	300	5	35	340

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

**MORRIS ISIS SIX**

R.A.C. Horse-Power Rating 18.  
Brake Horse-Power 40 at 3,200 Revolutions.  
Piston Displacement 150.6 Cubic Inch. Wheel-Base 11.5 inches.  
Speed 65 M.P.H.

Model	5-pass.	3,250 lbs.	£375	£5	£40	£220
Saloon	5-pass.	3,315 lbs.	385	5	45	435
Coupe	4-pass.	3,380 lbs.	400	5	45	450

Hongkong Price includes Triplex Glass, Leather Upholstery, Spare Wheel, Tire and Tube, Bumpers, Extra Hand Horn.

Equipment and Price subject to change without notice.

BEFORE YOU PURCHASE ANY CAR INVESTIGATE  
THE DEALERS' SERVICE AND  
INSPECT STOCKS OF  
PARTS CARRIED - COMPARE  
MORRIS VALUES  
AND ASK US FOR A  
DEMONSTRATION.



THE HONG KONG HOTEL GARAGE  
25 Queen's Road Central Tel. Central 4759.

**FOR THE MODERN NURSERY.**

Little Boy Blue, come blow up your horn, dissolved his biles,  
The traffic is jammed and a woman And fluttered away scot free.  
Is forlorn, Little Bo-Peep, she lost her sheep,  
Is wrestling with gears and I'll tell her where to find them.  
Attempting to start, Ambling and straggling cross  
A musical Klaxon brings joy to every street,  
And dozens of others will follow Guazing around behind them,  
Go on. Make a noise. But it won't Bouncing off mudguards and bumper-bars,  
help one hoot. Searching for stars or buttons,  
Twinkle, twinkle, little star, Bo-Peep! Please remember there  
Full of sparks and glare you are, now are cars.  
Focused wrongly, light too high, Do come and collect your mittens.  
Blinding ev'ry driver's eye. Tom, Tom the Swiper's son,  
Little Miss Muffet, sat at a buffet, Stole a car and made it run.  
Lingering over her drink, The car was found  
While P. C. McBride was waiting And Tom was bound  
Outside, To carry her off to clink And placed in a dungeon underground.  
To earn her off to clink Blithely, he told the court,  
Because she had parked in a spot "A joy-ride" - dashed.  
Well-marked. (The car was smashed)  
But Tom went free and unabashed.

**OLYMPIA SHOW.**

The British Motor Industry.

**MAKING HEADWAY.**

The Annual Motor Show at Olympia always creates worldwide interest, for everyone is attracted by the developments constantly taking place in Motor Transport. Apart from the fact that the Show is International in character, and that there is displayed all the latest wonders of the automobile, factories of the important car producing countries of the world, considerable interest naturally centres round the exhibits of British manufacturers in view of their efforts to secure a pre-eminent position in the world's motor markets.

That considerable progress has been made in this direction is clearly evident. From January to the end of August the exports of British cars, chassis, commercial vehicles, and parts exceeded £7,000,000, representing an increase over the corresponding period last year of over £1,600,000. British motor manufacturers are engaged on driving their successes still further and special models designed for overseas conditions are being produced.

Though the British Manufacturers' Section of the S.M.M.T. the machinery now exists for conferences and discussions as to the best methods of developing the export trade, and no longer can it be said that the British manufacturer is indifferent to the requirements of potential buyers overseas—even if such a statement

ACROSS CONTINENT.

Marquette Averages 40 Miles Per Hour.

**NO TROUBLE.**

From the Atlantic to the Pacific, from Canada to Mexico, with a driving average of 40 miles an hour, Ray E. Schafer has the distinction of being the first motorist to drive one of the new Marquette across the American Continent.

Starting at Atlantic City, Mr. Schafer touched Canada at Windsor and Mexico at Tia Juana and arrived at his Santa Monica, California, home with 3,540 miles covered in 88.56 driving hours.

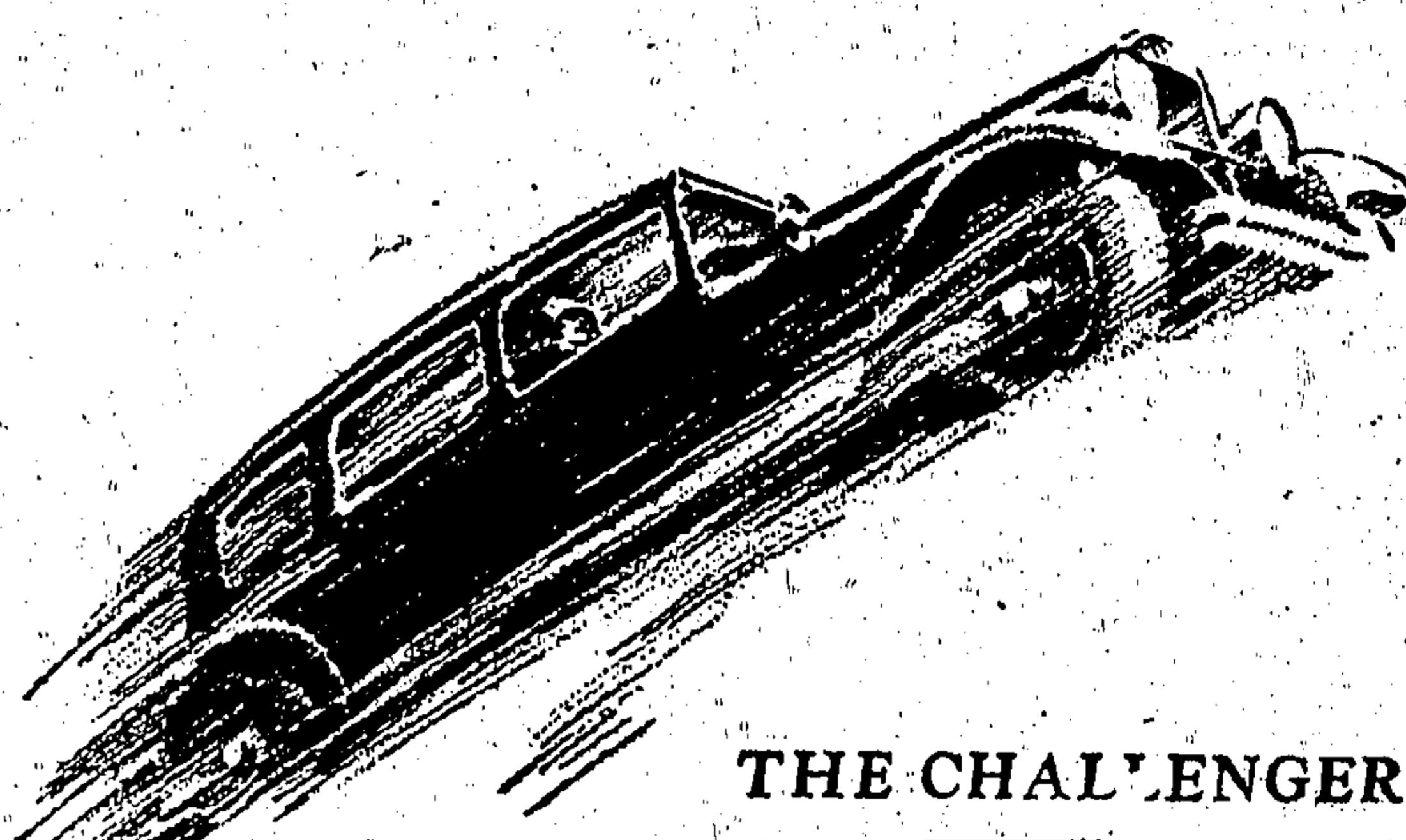
"Despite the high average speed maintained, not one mechanical adjustment was necessary on the entire trip," Mr. Schafer declares and he feels "certain he could retrace the route just as fast without one moment's car trouble."

"Accompanied by my wife, we went to the Buick Motor Company factory at Flint, Michigan, to receive delivery of a new Marquette sedan on an order we placed through the Santa Monica dealers," he said. Mrs. Schafer and I then drove leisurely to Niagara Falls, Toronto, down through New York and southward into Maryland and Virginia, then back to Atlantic City. When we were ready to start home the speedometer showed 1,470 miles.

"We made no special mechanical preparations of any character. In fact, there never has been even a nut tightened or valve adjusted.

"On the first day, we drove to Detroit from Atlantic City. I believe that this mileage will show that the Marquette has comfort and excellent riding qualities, as well as speed and endurance. The next day I took the car across to Windsor, Canada. That evening we were in Geneva, Illinois, 390 miles nearer Santa Monica.

"We kept a careful log of the entire trip as to actual time on the road, mileage and operating costs. It may interest motorists to know that we averaged 17-1/2 miles per gallon of gasoline. High speed eats up fuel rapidly and there were long stretches where we were able to maintain an average of 65 to 70 miles an hour. Then there were mountain grades which required added power. And speaking of power, I never drove a car in all my life that tore into its work like the Marquette. It flattened out mountain grades as though they were mere play."

**ESSEX****THE CHALLENGER**

Combining fine car features with popular price

With its 70-mile-an-hour performance, beautiful colours, variety of 7 body styles and matchless riding and steering ease, Essex the Challenger brings expensive-car features to motorists at popular prices. Its many costly advancements and its matchless Super-Six performance account for the approval it wins from keen judges of motor car values. We shall gladly place Essex the Challenger at your disposal so that you may pit it against anything that London has to offer.

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**What a Beautiful Car!**

It's the new

**CHEVROLET**

Drivers of the costliest cars who use a New Chevrolet as a "second car" for business, remark on the attention it creates. People pause to admire its sleek and graceful lines—and marvel at its sensational power on hills—its speed—its flashing pick-up—and at the silence of its new valve-in-head motor, that gives 20 miles and better to the gallon.

See this sensational new car which is now on display. You will agree that it is one of the most remarkable accomplishments of all automotive history—especially when you learn that it is in the price range of the four

**THE HONG KONG HOTEL GARAGE**

25 Queen's Road Central

Tel. Central 4759.

*The new Chevrolet Coach upholstered in blue Corduroy.*

for Economical Transportation



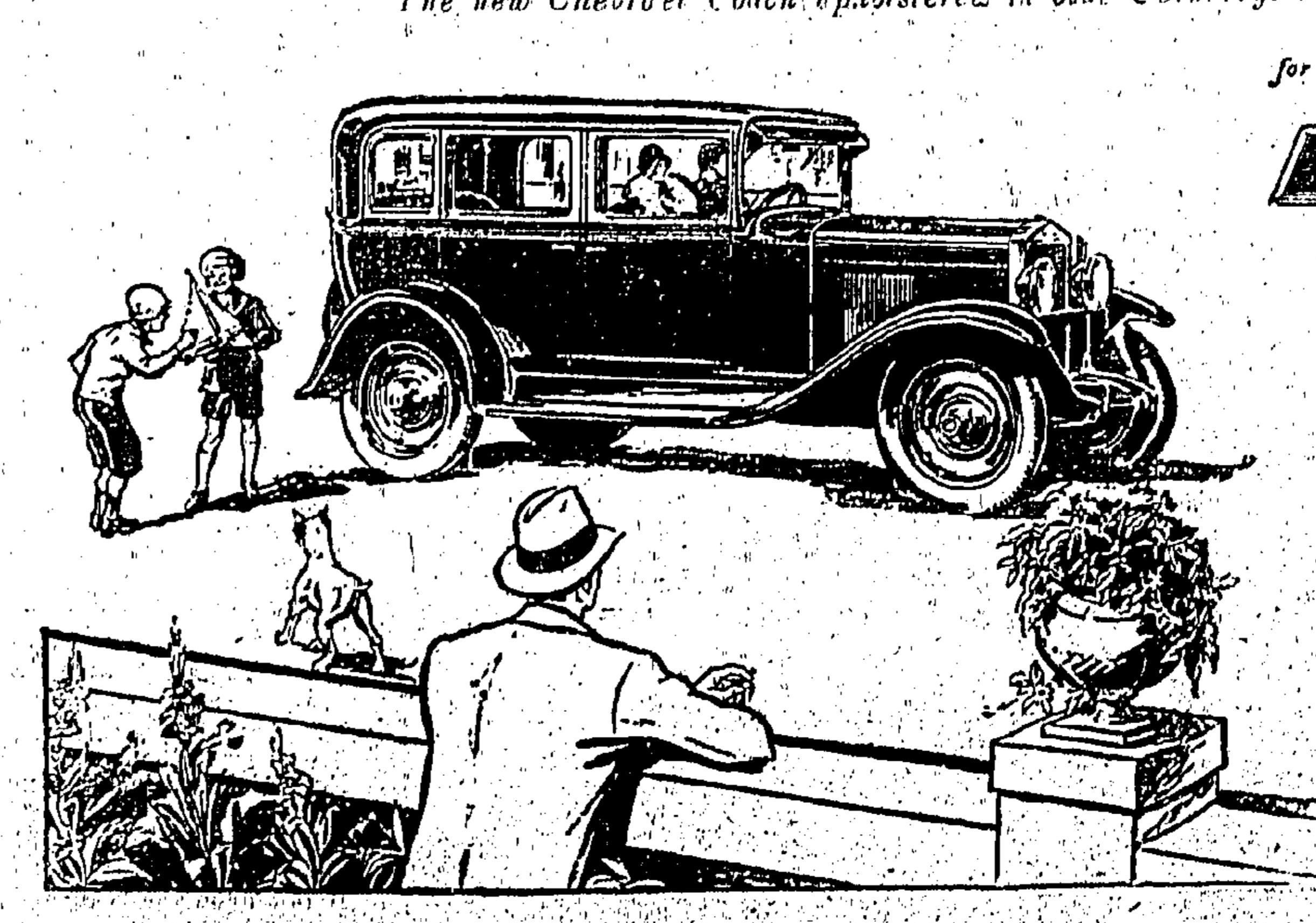
The Outstanding

Chevrolet

of

Chevrolet

History.



## STRANGE PIRACY STORY.

## KWANGCHI SEIZURE REVELATIONS.

## GANG RAIDS SHIPU IN THE COMMANDERED SHIP.

## LEAVE OFF CHEKIANG.

Shanghai, Nov. 11. Another China Merchants steamer has been pirated. This time it is the more or less obsolete vessel Kwangchi, a vessel of 1,000 tons or thereabouts, which has been for many years on various runs off the China coast. The outrage took place near a port known as Haimen, a small port off the Chekiang coast and the vessel at the time of pirating was on the Shunghai-Wenchow run.

It appears that the pirates boarded the vessel as passengers and after carrying out their work used the ship to convey them to a small port called Shipu, and where they robbed the Bureau of Public Safety of arms and ammunition.

They then left the ship which at present is in the hands of the port authorities at Shipu. Orders have been given for the ship to sail for Shanghai.

According to wireless messages from Haimen, all on board are safe although all valuables and clothes were taken by the pirates before they disembarked. Another report states that one passenger was wounded and that another was carried off the marauders.

Sighted by Wing Tai.

The Kwangchi left Wenchow with a full cargo and many passengers on November 5 and after being at sea for some 20 hours was seized by the pirates and the officers were forced to steer the vessel in the direction of Shipu. Another steamer, the Wing Tai, noticed that the Kwangchi was proceeding in a direction incompatible with her sailing programme and reported the incident to the China Merchants Co. at Ningpo. The Shanghai office of the company was advised and the Chekiang provincial authorities and coastal patrolling police were informed of the occurrence.

Accounts of the piracy show that after the ship was day out from Wenchow, the pirates held up the captain, officers, and engineers and ordered the course to be diverted to Shipu. On approaching the port, the pirates divided themselves into two parties, one remaining on board and the other going on shore.

Officers Bound.

The captain and officers were bound with cords as the vessel approached the port of Shipu, and the pirates landed, partly entered the Bureau of Public Safety and obtained a large quantity of arms and ammunition. The ship then being in charge of the first party of pirates, the second or landing party returned and commenced to search the passengers. Meanwhile, the captain, a Chinese, was instructed to leave port. Reaching a small port on the Chekiang coast, the pirates escaped in the ship's boats and took with them one of the passengers whom they are holding for ransom. The China Merchants Co. is now endeavouring to arrange for the vessel to be coaled and for foodstuffs to be put on board so that the vessel may continue the journey to Shanghai.

## CANTON GOLF.

## THE TUNGSHAN CLUB CHAMPIONSHIP.

Canton, Nov. 15. The first two rounds of the Tungshan Recreation Club Golf Championship, just concluded, produced a number of surprises.

Playing 18 holes, E. C. Sandstrom defeated Wm. Galloway in the first round by 4 up and 3 to play. W. F. Gilman defeated P. T. Carey in the first round by 5 and 4, and then defeated P. K. Batchelor in the second round by 4 and 3. F. E. W. Lammert, after playing a splendid game in the first round and defeating A. T. Lay by 3 and 2, went completely off in the second round and lost to L. H. Ruffin by 7 and 2. The full results of the first two rounds are as follows:

## Plaintiff Succeeds.

His Lordship held that defendant had held himself out to be a partner to Chin both in conversation, as in evidence, and by signing contracts indifferently in his own name and the firm's name. Leave would be granted to plaintiff to issue execution on the previous judgment given against the firm on October 30. Defendant would have to pay the costs on the issue.

## J. M. Walker defeated R. O. Rutherford by 5 and 4.

## Second Round.

Wm. F. Gilman defeated R. K. Batchelor by 4 and 3.

J. T. Smith defeated C. E. Sandstrom by 2 and 1.

L. H. Ruffin defeated F. E. W. Lammert by 3 and 2.

Our Own Correspondent.

## PARTNERSHIP ISSUE.

## ACTION OVER DEBTS OF A KNITTING FACTORY.

## PLAINTIFF SUCCEEDS.

## COLONY'S FINANCE FIGURES.

## DROP IN CREDIT BALANCE IN JULY.

## P.W.D. EXPENDITURE.

## A WAY THEY HAVE IN MEXICO.

## FREE-FOR-ALL BATTLE IN MEXICO CITY.

## REVOLVER SKIRMISH.

## The Very Idea!

Mexico City, Nov. 10. Five thousand supporters of Jose Vasconcelos, the anti-re-electionist candidate, engaged in a revolver battle to-day in the heart of Mexico City with followers of Pasquale Ortiz Rubio, the administration candidate.

Fighting started when the followers of Vasconcelos started to parade toward the national palace.

A group of Rubio's supporters opened fire from the roof of his election headquarters.

The paraders attempted to set fire to the headquarters, throwing flaming torches through the windows.

A police riot squad finally quelled the disturbance.

Thousands watched the battle from the National Theatre and Alameda Park, directly opposite.

The interior of Rubio's headquarters was considerably damaged by the fire. Stores in the lower floor of the building were demolished. Every window in the building was broken.

A statement issued this evening by Octavio Oros, vice-president of the Anti-Re-electionist faction, said that three men had been killed and 12 wounded in the clash.

Most of the casualties were from the faction of Jose Vasconcelos, the Anti-Re-electionist candidate.

Valente Quintana, chief of police, was injured when he was struck with a clubbed revolver.

## KING AND QUEEN.

## LEFT LONDON YESTERDAY FOR SANDRINGHAM.

London, Nov. 16. After a ten days' stay, Their Majesties the King and Queen left London to-day for Sandringham.—British Wireless.

Ain't Jack done well, Mrs. J.?" "What's he doin', Mrs. H.?" "He's talkin' for the pictures."

"Talking for the pictures! What an up-to-date profession! What has he up to say?"

"Simpence, ninepence and a shilling this way."

A fishing story from America: A new means of taking trout from the San Jacinto Mountain streams has been discovered.

It appears that two local fishermen were having poor luck at a Californian creek, when one suggested that the bait be soaked in some of the bootleg one of them happened to have brought along.

This was tried, and at the first cast the rod bent nearly double, and it took the combined efforts of the two sportsmen to reel in the prize.

Then it was discovered that the worm had seized a big fish by the throat and was choking it.

The spectators at a horse show were particularly thrilled by the skill shown by a horseman who, after performing various acrobatic feats on the animal's back, finished up by careering round the ring as he hung underneath the horse's neck.

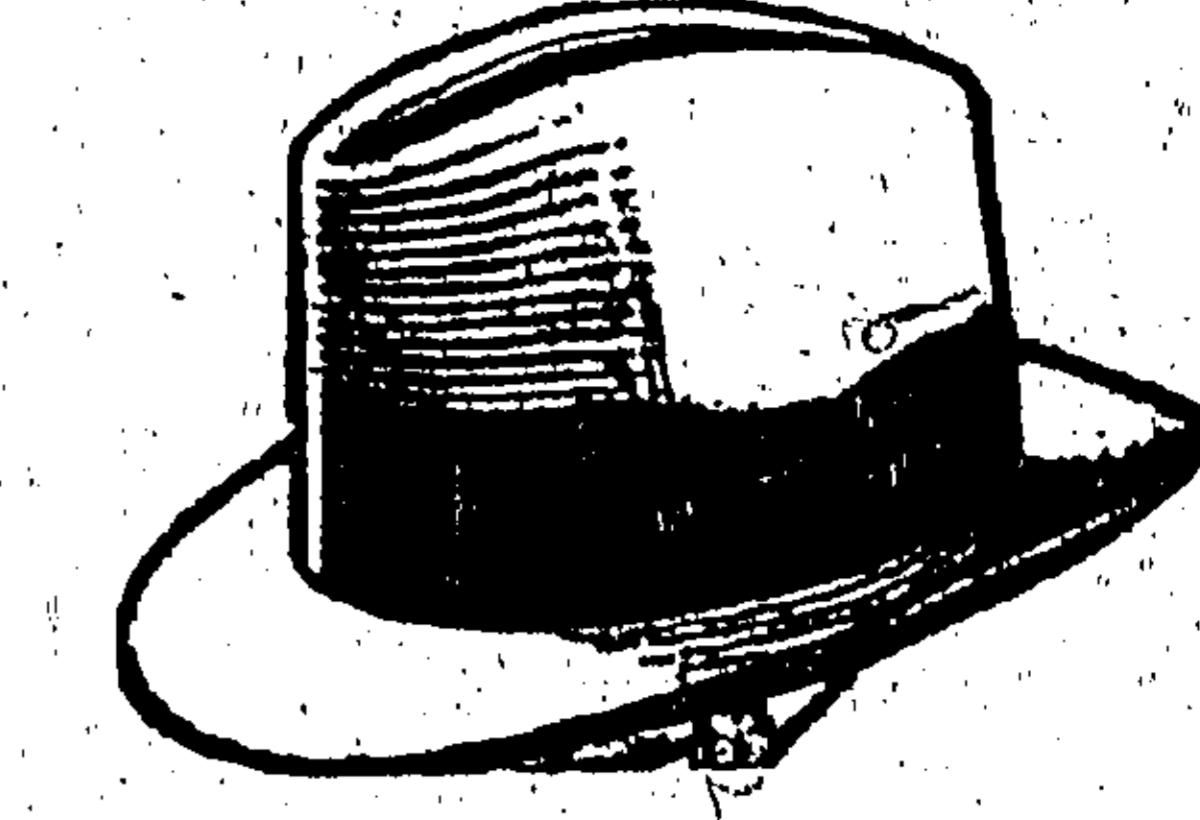
"My goodness!" exclaimed a pretty girl, "but isn't he simply marvelous?"

"Pooh," her escort replied, scornfully, "I don't see anything wonderful about that. That's what I did the very first time I got on a horse!"

An amazing marriage took place at Woking, Surrey, recently. Mrs. F. E. Stevens, a wealthy widow of eighty-four, was wedded to Mr. Cyril Mills, aged twenty-three. Mrs. Stevens, who had been a widow for over forty years, is the owner of considerable property in the neighbourhood. Her twenty-three-year-old bridegroom is the son of a local garage proprietor. The wedding was the outcome of an attachment of some three years' standing. The bride's desire was to have someone to whom she might leave all her valuable property.



"I was once a young and carefree lad like you—"



## Style

Style distinction in GLYN & CO'S, SOFT FELT HATS is achieved by insisting that only fur of the finest quality is used, correct contour and expert workmanship.

In this NEW SEASON'S HATS this distinction is fully emphasised both in the smart dressy hat with the board edge, or with the snap brim, which is very popular just now.

Both styles are on show from \$18.50 each and inspection is invited by the

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10, Ice House Street.

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## New Hosiery

## VAN RAALTE

IN SERVICE AND CHIFFON WEIGHTS.

## VIRGINIA

DAY AND EVENING SHADES.....

## BLUE MOON

EVENING SHADES IN SILVER... GOLD AND THE TWO NEWEST COLOURS MAIS.. NIL.

## GORDON'S

Footwear Specialists.

## Smart Overcoats.

In Plain Tailored Tweed. Unlined from \$26.50.

ALSO—

In Velour and Tweed. Fur-lined from \$32.50.

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## "The LOVE THRILL"

Snappy, smart, sparkling comedy with a company of clever players.

At MAJESTIC Nathan Road  
The Kowloon.

## ATTACK ON HARBIN?

## SOVIET EXPECTED TO LAUNCH NEW OFFENSIVE

Nanking, Nov. 15.

Harbin will be the objective of the next Soviet attack, which is expected to be launched shortly according to a despatch from Chang Hsueh-lang.—Reuter.

**Both Attractive  
Designs & Prices!**



## WOOLLEN KNITWEAR PULLOVERS, VESTS & SWEATERS.

The up-to-date fashion in woollen knitwear is again revealed in our distinguished collection of this year. The designs, colours and styles are all modernised to suit modern fancies, and our prices.—Oh! you can find no competition.

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THE HONGKONG EMPORIUM.

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In addition to their carefully balanced nutritive qualities, the 'Allenbury's' Foods are scientifically enriched with this vital constituent in the correct proportions demanded by nature.

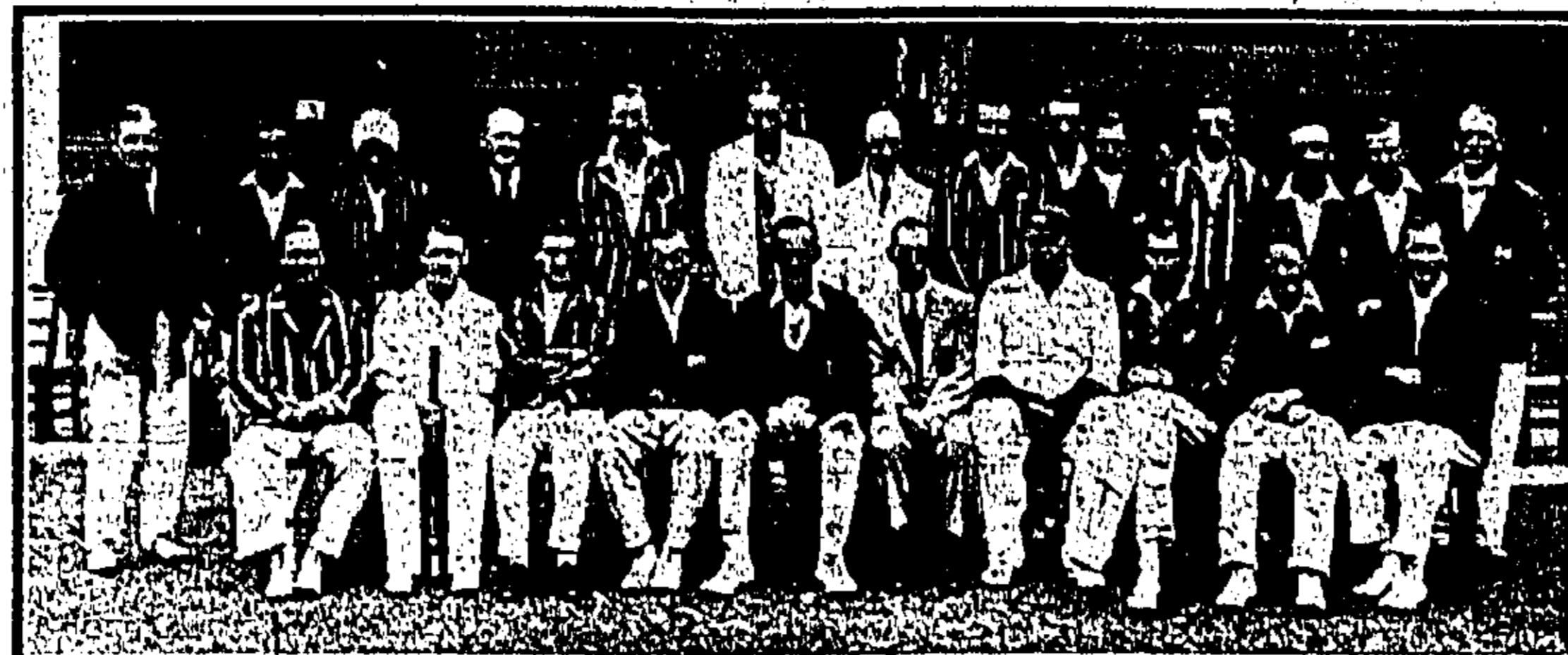
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## HONGKONG AND MALAYA INTERPORT TEAMS.



Above are the Hongkong and Malaya interport cricket players who met in a keenly-contested match, yesterday in victory for Hongkong by four wickets. The Malaya captain, Mr. R.B. Braddell, is seen seated in centre, with Mr. T.E. Pearce, who skippered Hongkong, fourth from right. (Photo: Ming Yuen).

### HONGKONG VERSUS MALAYA.

#### FULL SCORES IN MATCH ENDED YESTERDAY.

The full scores in the Honkong—Malaya match which "Tao" Pearce's team won by four wickets, were as follows:

Malaya—1st. Innings:  
W. A. D. Wynch, c Pearce, b  
Brace ..... 18  
P. N. Knight, b Bowker ..... 3  
Lal Singh, b Wyatt ..... 9  
A. J. Bostock Hill, b Bowker ..... 4  
H. O. Hopkins, c Maxwell, b Bowker ..... 47  
R. L. D. Braddell, b Brace ..... 1  
E. G. Gibson, c Pearce, b Reid ..... 31  
Evan Wong, l.b.w., Owen Hughes ..... 24  
A. S. A. Jansen, b Bowker ..... 0  
W. A. B. Smith, not out ..... 7  
Lt. M. Waring, b Bowker ..... 7  
Extras ..... 7  
Total ..... 143

Fall of wickets: 1 for 9 (Knight), 2 for 18 (Lal Singh), 3 for 21 (Bostock Hill), 4 for 51 (Wynch), 5 for 57 (Braddell), 6 for 68 (Gibson), 7 for 93 (Hopkins), 8 for 93 (Jansen), 9 for 137 (Wong), 10 for 143 (Waring).

Bowling Analysis:  
O. M. R. W.  
A. C. L. Bowker ..... 12.3 1 34  
Col. F. J. Wyatt ..... 11 1 23  
A. Reid ..... 10 1 26  
W. Brace ..... 8 1 28  
H. Owen Hughes ..... 3 1 10

Hongkong—1st. Innings:  
E. C. Fincher, b Lal Singh ..... 15  
J. E. Richardson, b Smith ..... 2  
Capt. J. R. Reynolds, b Smith ..... 2  
W. Brace, c Wong, b Smith ..... 1  
Lt. W. Maxwell, b Lal Singh ..... 1  
H. Owen Hughes, b Lal Singh ..... 103  
T. E. Pearce, b Smith ..... 7  
D. J. N. Anderson, b Hopkins ..... 12  
Col. F. J. Wyatt, b Wong, b Lal  
Singh ..... 6  
A. Reid, l.b.w., Bostock Hill ..... 1  
A. C. I. Bowker, not out ..... 27

Extras ..... 21  
Total ..... 303

Fall of wickets:—1 for 8 (Richardson), 2 for 27 (Fincher), 3 for 115 (Reynolds), 4 for 120 (Brace), 5 for 165 (Maxwell), 6 for 177 (Pearce), 7 for 213 (Anderson), 8 for 224 (Wyatt), 9 for 261 (Reid), 10 for 203 (Bowker).

Bowling Analysis:  
O. M. R. W.  
H. Hopkins ..... 13 2 24  
"Smith ..... 18 4 48  
Bostock Hill ..... 19 1 67  
Lal Singh ..... 18.1 3 61  
Jansen ..... 14 2 42  
Knight ..... 7 1 32

"bowled a wide; fu no-ball.  
Malaya—2nd. Innings:  
W. A. D. Wynch, b Reid ..... 19  
P. N. Knight, l.b.w., Owen  
Hughes ..... 51  
Evan Wong, b Brace ..... 27  
H. O. Hopkins, c Pearce, b  
Reynolds ..... 15  
Lal Singh, b Owen Hughes ..... 10  
A. J. Bostock Hill, b Reid ..... 32  
R. G. Gibson, l.b.w., b Brace ..... 3  
R. B. L. Braddell, l.b.w., Owen  
Hughes ..... 66  
A. S. A. Jansen, b Owen Hughes ..... 48  
W. A. B. Smith, not out ..... 18  
Lt. M. Waring, b Bowker ..... 9  
Extras ..... 6

Total ..... 294

Fall of wickets:—1 for 39 (Wynch), 2 for 67 (Wong), 3 for 102 (Hopkins), 4 for 125 (Lal Singh), 5 for 126 (Knight), 6 for 143 (Gibson), 7 for 171 (Bostock Hill), 8 for 257 (Braddell), 9 for 273 (Jansen), 10 for 291 (Waring).

Bowling Analysis:  
O. M. R. W.  
Rowker ..... 16.1 1 65  
Wyatt ..... 21 1 60  
Reid ..... 14 1 46  
Brace ..... 15 1 45  
Reynolds ..... 9 1 44  
Owen Hughes ..... 11 2 36

Hongkong—2nd. Innings:  
E. C. Fincher, c and b Bostock Hill ..... 38  
J. E. Richardson, c Jansen, b  
Smith ..... 33  
Capt. J. R. Reynolds, l.b.w., Lal  
Singh ..... 3  
W. Brace, c Smith, b Bostock Hill ..... 17  
H. Owen Hughes, not out ..... 9  
T. E. Pearce, l.b.w., Smith ..... 24  
D. J. N. Anderson, c Wong, b  
Bostock Hill ..... 0  
Lal Singh, not out ..... 4  
Extras ..... 14

Total (for 6 wickets) ..... 142

Fall of wickets:—1 for 70 (Richardson), 2 for 74 (Fincher), 3 for 100 (Reynolds), 4 for 102 (Brace), 5 for

### INTERPORT AVERAGES.

#### OWEN-HUGHES TOPS BOTH BOWLING AND BATTING.

In the series of matches just ended, Malaya, although they lost both games, have the distinction of scoring the highest aggregate number of runs, but they have a slightly less average per wicket than Hongkong, as the following table shows:

Runs. Wkt. Aver.  
Hongkong ..... 831 36 23.08  
Shanghai ..... 751 39 19.26  
Malaya ..... 885 40 22.12  
Below are given the batting and bowling averages:

#### Batting.

Times not out. Aver.

H. Owen Hughes (H) ..... 4 103 1 179 59.56

D. W. Leach (S) ..... 0 1 179 59.56

D. W. Leach (H) ..... 3 22 2 38 39.00

E. C. Fincher (H) ..... 5 51 2 182 31.60

R. L. D. Braddell (M) ..... 4 89 1 112 29.75

R. B. L. Braddell (H) ..... 2 21 1 112 29.75

Lal Singh (M) ..... 4 45 1 112 29.75

A. J. Bostock Hill (M) ..... 4 48 1 111 27.75

Capt. J. R. Reynolds (H) ..... 2 52 1 111 27.50

W. A. B. Smith (M) ..... 4 21 2 62 26.00

W. A. B. Smith (H) ..... 2 21 1 62 26.00

Lal Singh (M) ..... 4 45 1 112 29.75

A. S. A. Jansen (M) ..... 4 45 1 112 29.75

F. E. Pearce (H) ..... 4 39 1 81 20.00

T. E. Pearce (M) ..... 4 39 1 81 20.00

Col. F. J. Wyatt (H) ..... 3 21 1 39 19.50

F. E. T. Marshall (S) ..... 4 52 1 74 18.50

W. A. D. Wynch (M) ..... 5 52 1 73 18.50

W. A. D. Wynch (H) ..... 3 23 1 65 18.50

Evan Wong (M) ..... 3 31 1 67 18.75

Lieut. W. Maxwell (M) ..... 4 45 1 112 29.75

T. W. R. Wilson (M) ..... 4 45 1 112 29.75

W. H. House (S) ..... 4 37 1 112 29.75

E. G. Barnes (S) ..... 4 19 2 29 14.50

D. J. N. Anderson (H) ..... 3 39 1 47 11.75

Lieut. A. H. Musson (H) ..... 3 19 1 53 11.50

J. E. Richardson (S) ..... 4 20 1 42 10.50

R. G. Gibson (M) ..... 4 20 1 41 10.50

O. G. Simpson (S) ..... 4 17 1 34 8.50

W. R. B. Hancock (H) ..... 2 17 1 34 8.50

A. Reid (H) ..... 3 6 1 17 5.50

T. L. Rawsthorne (S) ..... 4 8 1 12 3.00

Bowling:

O. M. R. W. Aver.

H. Owen Hughes (H) ..... 61 12 171 15 11.00

D. W. Leach (S) ..... 70.2 20 175 11 11.00

W. Brace (H) ..... 48 8 114 14 12.25

A. C. I. Bowker (M) ..... 41 11 99 8 10.50

Lal Singh (M) ..... 64.1 11 141 8 17.62

A. Reid (H) ..... 36 5 112 1 17.75

T. W. R. Wilson (S) ..... 91.5 17 239 13 18.39

E. C. Fincher (M) ..... 90.2 17 237 13 18.39

A. J. Bostock Hill (M) ..... 89.7 17 237 13 18.39

Col. F. J. Wyatt (H) ..... 63 12 175 12 13.00

Dr. H. O. Hopkins (M) ..... 49 10 190 4 25.00

F. E. Pearce (S) ..... 4 7 28 1 28.00

F. E. Pearce (H) ..... 4 7 28 1 28.00

Dr. H. O. Hopkins (S) ..... 4 7 28 1 28.00

Col. F. J. Wyatt (S) ..... 4 7 28 1 28.00

Dr. H. O. Hopkins (H) ..... 4 7 28 1 28.00

Lal Singh ..... 6 2 12 1 11.00

A. S. A. Jansen (M) ..... 4 1 15 1 15.00

P. N. Knight ..... 4 1 15 1 15.00

T. E. Pearce ..... 4 1 15 1 15.00

A. J. Bostock Hill ..... 20 3 46 3 15.00

W. A. B. Smith ..... 12 3 32 2 15.00

Catches:

T. E. Pearce (H) ..... 7, T. W. R. Wilson (S) ..... 4, Evan Wong (M) ..... 4, E. G. Gibson (M) ..... 3, Dr. W. E. O'Hare (S) ..... 3, L. F. Stokes (S) ..... 3, A. J. Bostock Hill (M) ..... 2, W. Brace (H) ..... 2, F. E. T. Marshall (S) ..... 2, H. Owen Hughes (H) ..... 2, T. L. Rawsthorne (S) ..... 2, R. B. L. Braddell (M) ..... 2, A. Reid (H) ..... 2, Lal Singh (M) ..... 2, Lieut. Col. F. J. Wyatt (H) ..... 2, Lt. A. H. Musson (H) ..... 2, A. S. A. Jansen (M) ..... 2, F. E. Pearce (H) ..... 2, Lt. A. H. Musson (H) ..... 2, A. Reid (H) ..... 2, J. E. Richardson (H) ..... 1, A. W. B. Smith (M) ..... 1, Lieut. Col. J. F. Wyatt (H) ..... 1

T. E. Pearce and Evan Wong each stumped 1.

136 (Pearce) 6 for 137 (Anderson).

Bowling Analysis:

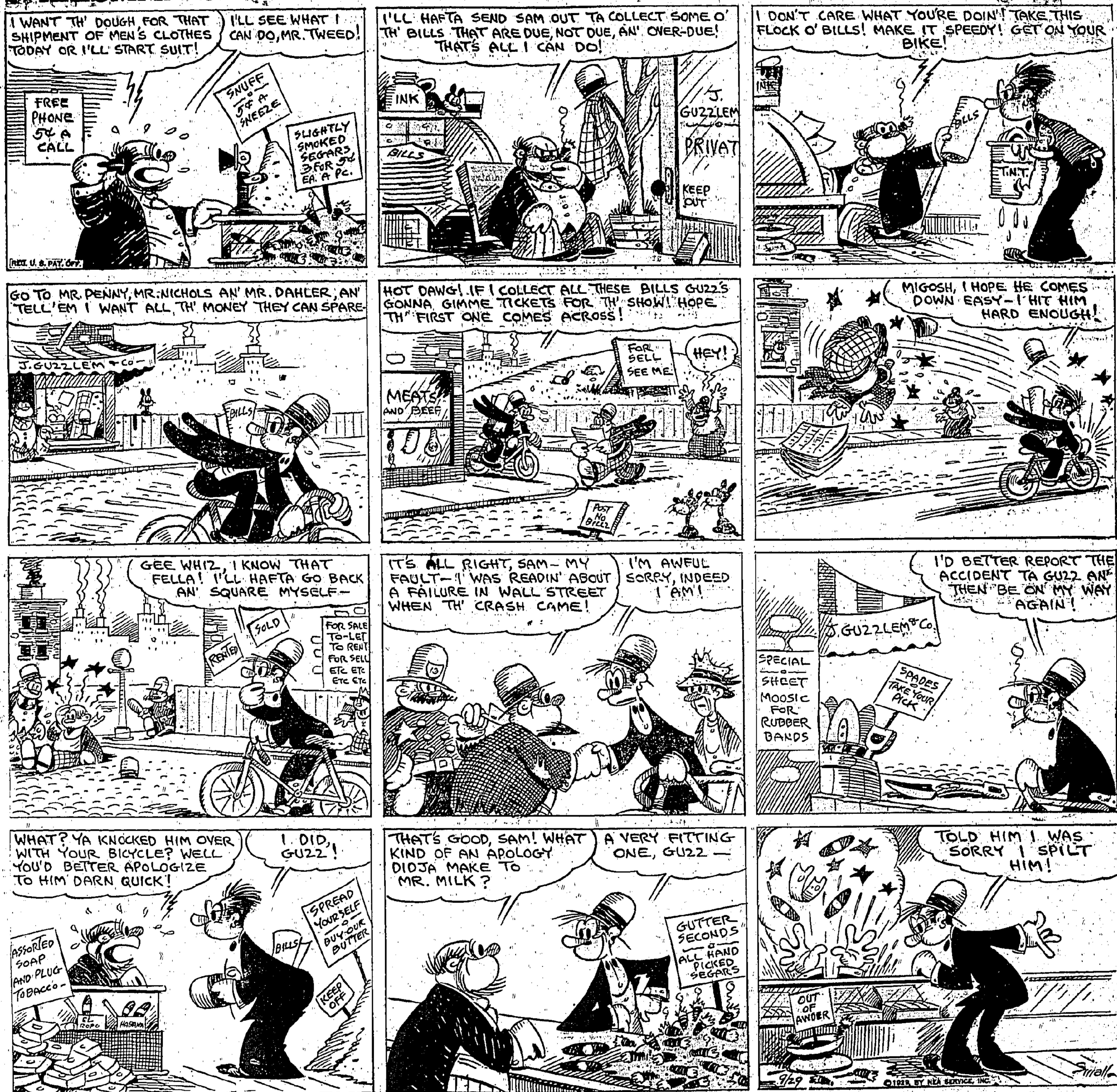
O. M. R. W.

Dr. H. O. Hopkins ..... 10 3 15 1



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**Parker Duofold****PEACE PLEA BY THE PRINCE.**

"JIM" THOMAS CHAFFED.

"The most important lesson we learned during the war was that we should take very great care that there is no question or chance of another," said the Prince of Wales, addressing a demonstration at Portsmouth of delegates of the Post-War Brotherhood Federation.

"Another big lesson we learned," he continued, "was of the amazing advantages to be gained out of comradeship and good-will in a time of national crisis."

Mr. Thomas's Notes.

The Prince chaffed "Jim" Thomas on the fact that the last time they spoke together in public Mr. Thomas's notes mysteriously disappeared. "I hope he has kept a better hold of his notes to-night," he said. "As a matter of fact, he made a very unkind accusation to me on that occasion" (Laughter).

Mr. J. H. Thomas said he did not believe and never had believed in class warfare, or that one class of the community was better than another. Referring to the difficulties which faced him in his task with regard to unemployment, he added that he could succeed only by the co-operation and goodwill of all classes in the country.

Mr. Neville Chamberlain remarked that Mr. Thomas had undertaken a big task in trying to find work for the unemployed. "I am one of them," he continued, amid laughter, "but I don't want to take on his job." Whatever party they belonged to they all wished him well.

**TWO WOMEN DEAD IN CAR DISASTER.****CRASH INTO REAR OF LORRY.**

St. Albans, Oct. 9.

Two women were killed and a man and a woman seriously injured in a crash which occurred on the Barnet by-pass road at North Mimms, Hertfordshire, to-night. The names of the dead are:

Mrs. Janet Elizabeth Birch, of Lorraine House, Acle-lane, Wallington, Surrey; and Mrs. Kate Cottright Birch, of Waxholme, Filey, Yorkshire.

Mr. John Kennett Beaufoy Birch, of Lorraine House, Wallington, and Miss Dorothy Featherstone, of Waxholme, Filey, who were seriously injured were taken to the Hertford County Hospital.

It was stated at the hospital late last night that the condition of both of them was "very serious."

It appears that Mr. Birch was driving a saloon car towards London, and was accompanied by Mrs. Janet Birch, his wife, Mrs. Kate Birch, his aunt, and Miss Featherstone.

A lorry which had been proceeding in the same direction in charge of Mr. A. C. Booth, of Langthwait Grange, South Kirby, Pontefract, had pulled up on the side of the road while the driver was attending to a defect. The car, it is stated, crashed into the rear of the lorry and was completely smashed, Mrs. Janet Birch and Mrs. Kate Birch being killed instantly.

Mr. Birch is a director of John Birch and Company, Limited, London Wall-buildings, E.C. and is on the Board of Birch, Marr and Company, Limited, and Light Railways, Limited.

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The Celotex Company, Chicago, Illinois. [Member of the Home Modernizing Bureau of the National Building Industries, Inc.] In Canada: Alexander Murray & Co., Ltd., Montreal. Sales distributors throughout the world. Reliable dealers can supply Celotex Standard Building Board and Celotex Lath.

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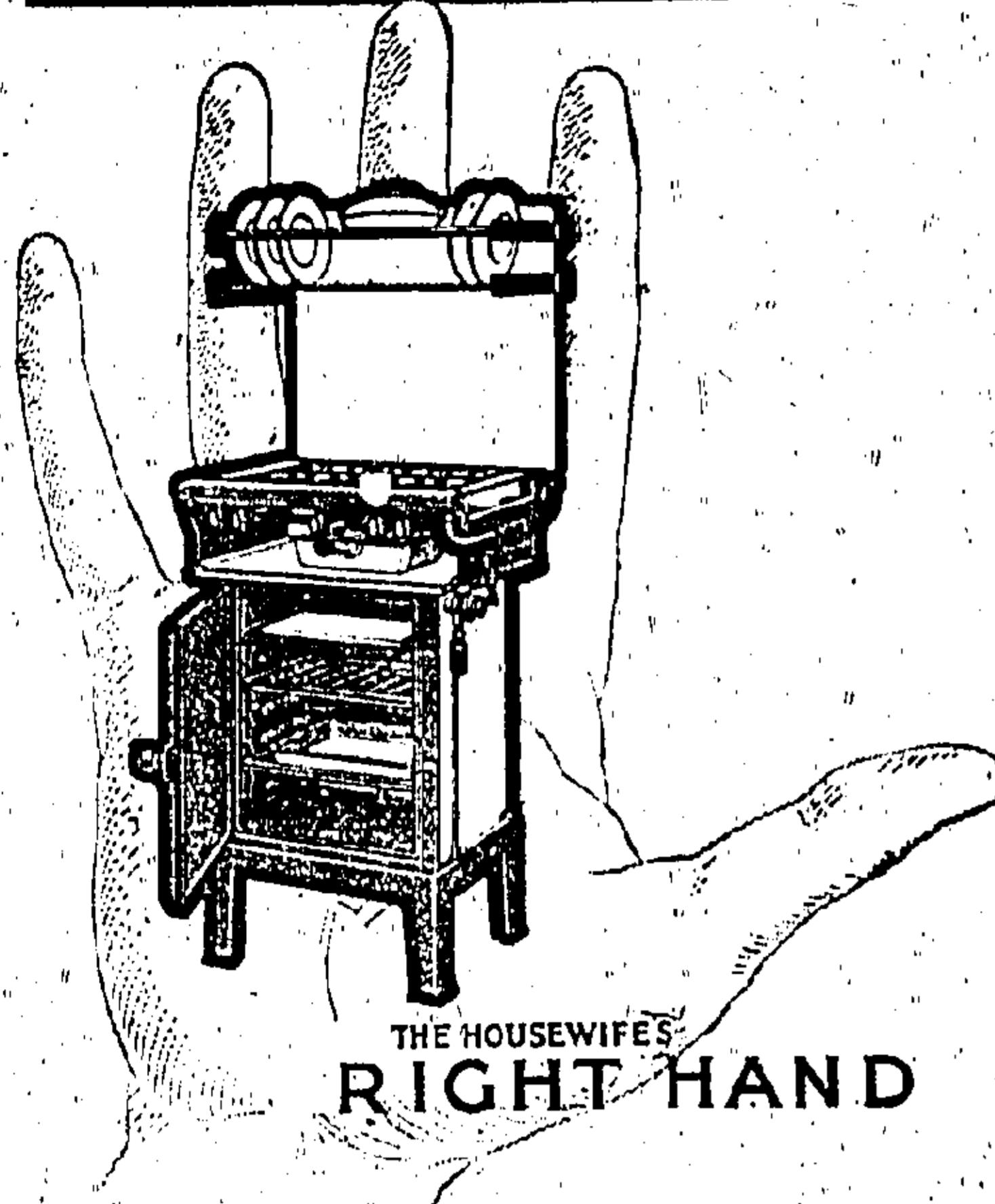
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SHANGHAI. HONGKONG.

### THE SHINING TALENT.

By Eleanor Early.

#### CHAPTER XLIII.

The policeman was Big Tim Duggan, the night patrolman. Molly and he were old friends, but now he greeted her differently.

"Why, Tim!" she exclaimed.

"What under the sun is the matter?"

He designated Bob with a jerk of his huge, grizzled head.

"The gentleman says you're keeping his daughter against his will, Miss Burnham."

"Bob, Newton, are you crazy?"

She wheeled furiously on him.

"You ought to be ashamed of yourself. What's the matter with you anyhow?"

But Bob preserved a frozen silence.

Red was scowling menacingly, and Molly saw that his fists were clenched. She laid her hand on his arm.

"You keep out of this, Red," she ordered.

Then she spoke again to Officer Duggan.

"It's quite true, Tim, that I have Mr. Newton's little girl here. You know Rita. Mr. Newton is her father. When Mrs. Newton died, she asked me to take her baby. Mr. Newton surrendered her of his own volition. I've had her ever since. I've never tried to keep her away from him. It isn't true that I have her against his will. He has been coming here whenever he chooses, to see the child, and to be my guest. Our relations have always been perfectly friendly."

The big policeman scratched his head.

"It's none of my doing, Miss. The gentleman says you've his child, and he comes to the station house looking for a warrant. Seeing as I knew you, I comes, friendly-like, to see what the trouble is."

"Newton's crazy," interjected Red. "That's all the trouble, Tim."

"I told you to keep out of this," repeated Molly sternly.

She ignored Bob, who stood in the doorway, twisting his hat awkwardly.

"What if I refuse to give her up, Tim?"

"You'd have to show good reason. There'd be a hearing before a judge, and you'd both have a chance to tell your stories."

"But I mean to-night. You're not asking me to wake the poor child at this time of night, and give her to Mr. Newton, to take God-knows-where. It's the most idiotic thing I ever heard!"

"It would be much more sensible now if you two could get together," suggested Duggan peaceably, "and argue it out between the two of you. There's nothing to be gained by running to the judge with your tale. Sure, and the child is his."

"She's mine," contradicted Molly. "He gave her to me."

"To be having for little while," soothed Duggan. "And sure you want to keep the little angel, which is only nature, God knows. For she's as pretty a one as eye I saw."

Molly turned her back squarely on Bob.

"Ask him," she directed the policeman, "if I may keep her tonight, and if he will come to-morrow to talk things over."

"You heard her, Mr. Newton. Be a good lad now, and let's have no more talk this night. For Miss Burnham is a fine little lady, and you shouldn't be breaking her poor little heart."

They waited, like actors in a drama, for Bob's answer. Officer Duggan drew his shaggy grey brows together, frowning. Molly bent to a bowl of flowers on the table, twisting their blossoms this way and that. Red's fists were still clenched, and he glared at Bob like an animal that seeks to hypnotize before it springs.

Bob bowed. He was looking at Molly, but she kept her back to him.

"If I have Miss Burnham's promise, to see me to-morrow, and conclude the matter at that time," he said.

Molly raised her head, and returned his gaze steadily.

"At three o'clock," she said.

Then she spoke to Officer Duggan again, explaining Red's presence.

"Mr. Flynn's mother died to-night, Tim. He came to tell me about it."

"And was she ailing long, the poor woman?" inquired the big policeman sympathetically.

"May God have mercy on her soul!"

"She's been sick a long time," Red told him. "She's better off now, Tim."

Bob had stepped quietly into the hall, and now Duggan followed him.

"Good night, Miss Burnham. Sorry to have troubled you. I'll

possibly keep Rita without my consent."

She shrugged wearily.

"Are you trying to make me hate you, Bob?"

"I wish I could make you love me."

"You act like an eager lover."

"But I would," he cried, "if you'd let me. I'm crazy about you!"

"Maybe that's why you behaved like such a darn fool," she hazarded insultingly. "We won't get anywhere quarrelling though. Listen, Bob—would you care to try out a trial engagement? For a little while, I mean. It's so absolutely awful to talk about getting married right away quick, when we haven't done anything but quarrel for weeks. Maybe, if you should be engaged to me for a little while, you wouldn't want to marry me at all."

"You'd try to scare me off, I suppose?"

"Oh, no. I'd just as nice as anything. It would be a real engagement. You know I'd play the game, if we agreed to try it out. You could come here whenever you wanted. I would go out with you, wherever you choose. My only stipulation would be that the engagement should be an absolute secret, until we had given it a fair trial."

"If we can get along peacefully for three months, say, then we can be married. I love Rita so much that I'll do anything in reason to keep her. If marriage between us seems to be reasonable, then I am quite willing to be married. But you know yourself that there would be no earthly sense in leading a cat and dog life, for the sake of sharing Rita. That wouldn't be any good for her, and it wouldn't bring any of us any happiness."

"I think he was trying to frighten me," she said.

"Well, you get hold of me, if he tries to start anything, honey. I can beat him up, if I can't do anything else. The funeral's day after to-morrow. You won't forget, Molly?"

"How could I forget! I'll have seen Bob before then, and everything will be settled. I'll have good news for you."

"I hope so," he told her.

Molly spent the rest of the night in the nursery. Once Rita woke. And, murmuring, "Hanny," stretched out her little hand, for Molly to hold. Molly put on the night light, and feasted her eyes on the child's loveliness. Her cheeks were pink and her mouth was like a crimson rose.

She continued reasonably. "You're a public person has so little private life. Look what happened when John Gilbert and Ina Claire were married. Well, if you and I should become publicly engaged, it would create a good deal of interest, because my plays are still running, and 'Ashes of Desire' is up with the best sellers. But if you and I should break our public engagement, the story would be 10 times as good! A marriage is always good copy. But a broken romance is better."

"You talk as if this trial engagement were already broken," he objected.

"Honestly, Bob," she promised, "I'd try to make it successful. I'm only pointing out the very good reasons for being discreet, until we are sure."

"And at the end of three months, if you can stand me at all, you'll marry me?"

"That's a dreadful way of putting it, but I suppose that's about the idea," she admitted.

"And meantime I get the privileges of a fiance, but I have to keep my mouth shut about it?"

"Exactly."

"(To be Continued.)

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"(To be Continued.)

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 G. METZINGER... 11th Feb.  
 ANDRE LEBOU... 25th Feb.

ATHOS II... 19th Nov.  
 D'ARTAGNAN... 3rd Dec.  
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 SPHINX... 31st Dec.  
 G. METZINGER... 14th Jan.  
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#### ROBBERS NAMED.

FOUR MEN IMPLICATED BY A DEFENDANT.

At the resumed hearing yesterday of the charge against Ko Kising, who, it is alleged, was concerned in the armed robbery at 105, Des Voeux Road, West last May, the defendant, made a statement in which he gave the names of the men he alleged committed the crime.

After being cautioned, the prisoner said:—I did not take part in the robbery. Li Shan, Chiu Hung, Chang Chiu and Chun U were there. I had just come back from Canton after they had committed this robbery. Chang Chiu went to 158, Shanghai Street, Yaumati, and asked me to come there to have a talk. He described to me what happened at the robbery, and that is how I came to know of it. Chiu Hung was arrested but could not be identified. Each of the robbers had a share of \$105 of the proceeds, and one night after the robbery was committed I was invited to a feast with them at a restaurant.

The magistrate Mr. A. W. G. H. Grantham again examined the principal witness on the evidence she gave at Thursday's hearing. In reply to him she said that when she first saw one of the robbers he was about three feet away. He pulled aside the curtain and she saw his features quite plainly. Later, as he was going down the stairs, she saw his profile clearly. Referring to a part of her early evidence, the magistrate asked:—Wasn't it difficult for you to see through a small hole in the blanket? Witness:—Well, I could see.

Lun Sung-on, another woman occupant of the house, gave corroborative evidence of the alleged attack and robbery, and said she woke up to see a man squatting at the foot of her bed on the verandah. He dragged her into the third cubicle, and she saw four other men, some of whom entered the first cubicle. She had never seen the defendant before, and although she attended three identification parades, she failed to pick out anyone.

After the prisoner had made his statement, the magistrate committed him for trial at the next Criminal Sessions.

#### SINGAPORE BASE.

JAPAN PLEASED AT SLOWING DOWN.

Tokyo, Nov. 15.

The *Yomiuri* expresses gratification at the report that the Labour Government has decided to slow down the construction of the Singapore Base, while the *Mainichi*, in cynical vein, succinctly remarks that "the freedom of the seas means freedom to make money while others are engaged in a life and death struggle."

*Hochi*, for its part, sees in the Anglo-American agreement for parity the "intention to sacrifice Japan in their own selfish interests."

As straws in the wind, these comments appear to reflect the growth of a slightly resentful feeling that Britain and America are immersed in solving their own conflicting problems and have paid insufficient attention to those Japan is faced with.

Japan's Ratio.

Tokyo, Nov. 15. Contrary to expectation the morning papers refrain from com-

#### ROBBERY ALLEGED.

CHINESE ON TWO COUNTS OF COMPLICITY.

An armed robbery and kidnapping incident, which occurred on board trading junk off Ching I Island near Tsun Wan in May last year, was recalled, at the Kowloon Magistracy, yesterday afternoon, when a Chinese appeared before Mr. T. S. Whyte Smith on charges of being concerned in the affair.

Detective Sub-Inspector Dorling conducted the case for the Crown and in detailing the facts of the incident said that the junk belonged to a man named Ho Yee-fat, who was a native of Tsun Wan in British Territory.

On May 23, 1928, the junk, with Ho and a crew, together with a number of female grass cutters, left the Kowloon City Ferry Pier and sailed to a spot just beyond Capsicum where the grass cutters went ashore for the purpose of cutting grass. They later returned to the junk and the following day the party commenced their return voyage.

When the junk was sailing off Ching I Island a boat, described as an oyster boat, called upon it to stop but the crew took no notice of the challenge. Being a faster craft the oyster boat overtook the trading junk and four men, all armed with revolvers, boarded the local boat. The master and the crew, as well as the grass cutters, were all driven into the holds.

Ransom Paid.

The junk then sailed off to a place called Mau Chau Creek in Chinese Territory where the people were taken from the junk and conducted to the Pak Tau Village where they were held for ransom, some being captives for four days while others remained with the pirates for 12 or 13 days. In every case, with the exception of one member of the crew, the kidnapped persons paid the ransom money, ranging from \$40 to \$65.

One of the women was stated to have returned for the money for some of the others while in other cases an unknown woman obtained the ransom money from relatives of the kidnapped people.

The junk was subsequently restored to the master by a Pasant Corps which had heard of the presence of a stolen craft in Mau Chau Creek and later drove the pirates away.

In reply to his Worship, the officer mentioned that the defendant was arrested on information received by a Chinese detective.

Evidence of the position of the spot where the robbery took place was given by Mr. C. H. Thompson, of the Harbour Office, who took bearings.

The case was adjourned for one week.

menting on the set back which was reported to have occurred on the question of Japan's demand for 70 per cent ratio on cruisers mounting eight inch guns.

Although naval officials will not commit themselves to any definite statement of opinion, naval circles are openly pessimistic as to the likelihood of Japan having her claim recognised in the preliminary conversations, while some assert that they see no way out of the impasse, and hint that Japan may withdraw from the conference if her demands are refused, though officials disclaim that Japan has any such intention.

In the meantime, press comment, insofar as naval matters are concerned, is mainly confined to the question of the Singapore Base, and Mr. Hoover's suggestion for the immunity of food stuffs in war time.—*Reuter*.

Japan's Ratio.

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#### LOCAL RADIO.

TO-NIGHT'S OPENING DANCE PROGRAMME.

The programme for to-night, which includes dance music from the Lyric Orchestra at the Studio is given below:

From Z.B.W. on 350 metres.

11.00 a.m. Commercial news.

12.00-1.00 p.m. Demonstration programme.

1.45 p.m. Weather report.

2.45 p.m. Weather report.

3.00 p.m. Dance programme.

The Lyric Dance Orchestra will play the following:

Extra—Foxtrot.

On the Crest of a wave.

0.12 p.m. (1)—Foxtrot.

I'm still caring.

9.24 p.m. (2)—Foxtrot.

You were meant for me.

9.36 p.m. (3)—Waltz.

Underneath the Russian Moon.

0.48 p.m. (4)—Foxtrot.

Pretending.

10.00 p.m. (5)—Foxtrot (Blues).

In a little Dream House.

10.12 p.m. (6)—Foxtrot.

What D'ya Say.

10.24 p.m. (7)—Waltz. Together.

Interval 10 minutes.

Press Local Football Results.

10.45 p.m. (8)—Foxtrot.

Where in Dream Girl.

10.57 p.m. (9)—Foxtrot (Blues).

Oh! Baby where can you be.

11.09 p.m. (10)—Foxtrot.

If it wasn't for you.

11.22 p.m. (11)—Waltz.

Kiss me again.

11.34 p.m. (12)—Foxtrot.

God Save the King.

11.45 p.m. Close down.

Sunday's Programme.

From Z.B.W. on 350 metres.

10.55 a.m. Morning service relayed from Union Church.

Voluntary.

Hymn. Praise, my soul.

Prayer.

Lord's Prayer.

Psalm. Lord, Thee, my God, I'll

early seek.

Lesson.

Children's Address.

Children's Hymn. I love to hear

the story.

Voluntary.

Prayers.

Hymn. Jesus calls us; o'er the

tumult.

Address. Rev. F. Short.

Hymn. Lord and Master of us all.

Benediction.

Voluntary. Organist, Mr. G.

Longyear.

12.00-1 p.m. Chinese programme.

1.45 p.m. Weather report.

7.45 p.m. Weather report.

9.00 p.m. Evening programme of Columbian records supplied through the courtesy of Messrs. Anderson.

"Norwegian Rhapsody, Part 1."

"Norwegian Rhapsody, Part 2."

"Orchestre Symphonique de Paris."

"Lilac Time—Vocal Gems, Part 1."

"Lilac Time—Vocal Gems, Part 2."

Columbia Light Opera Company with Orchestra.

"The Two Pigeons."

1. Entrance of Zigeunes.

2. Scene and March of the two

Pigeons.

3. Hungarian Dance.

4. Theme and Variations.

Band of the Garde Republicaine of France.

"Sing Ho! for the Days of Drinking."

5. "On the Beach at Bangaloo."

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are hereby notified that their cargo will be discharged into Holt's Wharf Kowloon where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The cargo will be ready for delivery from Godown on and after 16th November.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st November, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 6th December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 14th November, 1929.

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From EUROPE and STRAITS.

The Steamship.

"SUWA MARU."

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 18th November, 1929, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays and Fridays, at 2.30 p.m., within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

BILLS OF LADING.

Hongkong, 10th November, 1929.

HOLLAND-OOST AZIE LIJN.  
(HOLLAND-EAST ASIA LINE.)From AMSTERDAM, ROTTERDAM,  
HAMBURG, BREMEN, GENOA  
and ANTWERP.

The Steamship.

"OOSTKERK."

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China Provident Loan &amp; Mortgage Co., Ltd. whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st November, 1929, will be subject to rent.

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th November, 1929.

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Pres. Lincoln Tues., Dec. 17

Pres. Cleveland Tues., Dec. 24

Pres. Madison Tues., Dec. 31

Pres. Pierce Tues., Jan. 7

## To Seattle &amp; Victoria

Fortnightly sailings on Tuesdays

Pres. McKinley Tues., Nov. 26

Pres. Grant Tues., Dec. 10

Pres. Lincoln Tues., Dec. 17

Pres. Cleveland Tues., Dec. 24

Pres. Madison Tues., Dec. 31

Pres. Pierce Tues., Jan. 7

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Pres. Wilson Sun., Dec. 1, 8 a.m. Pr. Polk Sun., Jan. 12, 8 a.m.

Pr. v. Baron Sun., Dec. 15, 8 a.m. Pr. Adams Sun., Jan. 26, 8 a.m.

## To Manila

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Pres. McKinley Nov. 19, 6 p.m. Pres. Wilson Dec. 1, 8 a.m.

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The Steamship.

"SIANTAR"

having arrived from the above ports,

consignees of cargo by her are

notified that all goods are being

landed at their risk into the hazardous

and/or extra-hazardous godowns of

the China Provident Loan &amp; Mortgage

Co., Ltd. whence and/or from the

wharves delivery may be obtained.

Goods not cleared by the 19th November, 1929, will be subject to rent.

All broken, chafed, and damaged

packages are to be left in the godowns,

where they will be examined

on the 18th November, 1929, at 10 a.m.

by Messrs. Goddard &amp; Douglas,

Hongkong.

Claims against the steamer must be

presented in writing within ten days

after arrival of steamer, otherwise

they will not be recognized.

No Fire Insurance will be effected

by the undersigned in any case

whatever.

Bills of Lading will be countersigned

by:

JAVA-CHINA-JAPAN LIJN.

Agents.

Hongkong, 13th November, 1929.

WILH WILHELMSEN.

The Norwegian Africa and

Australia Line.

The Motorship:

"TUNGSHA"

having arrived from Norway via ports

of the 11th November Consignees of

cargo are hereby notified that all

goods are being landed at their risk

into the non-hazardous, hazardous

and/or extra-hazardous godowns of

the Hongkong and Kowloon Wharf and

Godown Co., Ltd. whence delivery

may be obtained. Goods not cleared

after the 21st November will be subject

to rent.

All broken, chafed and damaged

packages are to be left in the godown

where they will be examined

on the 18th November, 1929, at 10 a.m.

by the undersigned in any case

whatever.

Bills of Lading will be countersigned

by:

THORESEN &amp; CO., LTD.

Agents.

Hongkong, 14th November, 1929.

SAILINGS

## THE UNEMPLOYMENT PROBLEM.

PROPOSED NEW BILL  
PUBLISHED.

London, Nov. 15.

The publication of the provisions of the Government's Unemployment Insurance Bill, which the House of Commons will discuss next week, opens up the prospect of the Government being faced with opposition not only from the Conservatives and Liberals, but also the left wing Labourites.

The Canadian Pacific liner, Empress of Canada, made the crossing direct from Vancouver to the record time of 12 days (actual).

Following the vessel's stranding on the rocks near Albert Head, Vancouver, titanic efforts were necessary to remove her. The work was completed in two days, however, after which the Canada Dry Dock was floated into the Esquimalt Dry Dock.

Completely re-fitted, and re-engined with the latest in engineering products, the Empress of Canada now represents the acme of modern travel comfort.

We give below details of her refitting, and a description of her salvaged from the Albert Head rocks.

Leaving Vancouver on the afternoon of November 2, the Empress of Canada broke existing records for the run when she berthed at Kowloon last night. The computation of the actual time of the voyage was 12 days, and provided a splendid test for the new engines which have been installed on the liner.

Before leaving Vancouver, the vessel was re-engined with the latest single-reduction gear, and is now capable of a speed of 21 knots. All the public rooms have been entirely redecorated, and are now equipped with the most modern and luxurious fittings.

Private Baths.

An innovation which cannot fail to be appreciated by discriminating travellers are the shower and tub baths which have been installed in a number of cabins.

No expense has been spared to bring the liner absolutely up-to-date in all her fittings, and she well deserves the title that has been bestowed upon her by Vancouver papers, "Pride of the Fleet."

The central partitions and Cinema Room in the lounge have been removed, and the room has been redecorated and the furniture re-arranged, giving it a much larger appearance. There is a handsome fireplace at the after end of the lounge.

The Children's Playroom has been refurbished and redecorated and there are now four small cots screened off at the forward end, where children may be accommodated during the day. A playhouse and a variety of playthings are also provided together with small chairs, tables and settees.

In the Smoke Room the removal of the centre partition, extending fore and aft, give the room a much larger and luxurious appearance.

Soda Fountain.

The Verandah Cafe has been re-furnished and is now equipped with an up-to-date soda fountain. Electric radiators have been installed.

All the rooms with private baths now have overhead showers in the bathrooms, furnishing hot and cold fresh water as well as cold salt water. The Long Gallery is tastefully furnished with settees, tables and easy chairs extending on each side of the entire length.

The swimming pool has been improved by the removal of the ramp in the floor permitting the use of the pool in all weathers. Forced air ventilation has been installed in all first class rooms and in addition these rooms have been fitted with a new type of electric heater, which can be controlled by passengers.

A DEFaulTER.

LONDON STOCK EXCHANGE  
DECLARATION.

London, Nov. 15.

A message from Chinkiang states that the formal rendition of the British Concession at Chinkiang took place at noon to-day, in the presence of Dr. C. T. Wang, Mr. A. V. Aveling, representing Sir Miles Lampson, Mr. Meyrick Hewlett, the British Consul General at Nanking and others.—Reuter.

Bills of Lading will be countersigned

by:

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong, 14th November, 1929.

SAILINGS

BRITISH CONCESSION HAND-  
ED OVER YESTERDAY.

Shanghai, Nov. 15.

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SAILINGS

CHINKIANG CHANGE.

London, Nov. 15.

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**THE HONGKONG**  
PENINSULA HOTEL:  
HONGKONG HOTEL, REPULSE BAY HOTEL,  
PEAK HOTEL,  
AND  
**SHANGHAI**  
ASTOR HOUSE, PALACE HOTEL,  
MAJESTIC HOTEL  
**HOTELS**  
LIMITED.

In association with the Grand Hotel  
Des Wagons Lits, Peking.

**Hotel SAVOY**  
The Newest and Finest  
Hostelry in THE Colony  
Convenient ... Cosmopolitan

## KOWLOON HOTEL KOWLOON.

Under the Personal Supervision and  
Attention of  
Mr. & Mrs. H. J. WHITE.  
Phone Nos. K. 608 & K. 609. Cables "Kowlotel" Hongkong.

### PALACE HOTEL.

Tel. Kowlotel No. 5. Tel. Address "Palace."  
A First Class Residential, and Tourist Hotel with all the Conveniences of a Home. Under Entirely European Management. Cosy Lounge and Billiard Saloon. Three minutes from Ferry. Familiarly entered for Moderate term.

Mrs. J. H. Oxberry,  
Proprietress.

## EUROPE Cables:— "EUROPE" Singapore.

### HOTEL SINGAPORE

After dinner  
dancing every  
Tuesday, Thursday  
and Saturday.

### Grill

### THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing-Director.

**RUNNYMEDE HOTEL LTD.—PENANG**  
(Incorporated in the Straits Settlements.)  
LARGEST BALLROOM IN THE STRAITS.  
Overlooking the Sea.  
Hot and Cold Running Water. Modern Sanitary System.  
Highest Quality Catering. European Chef.  
PRODUCTS DIRECT FROM LONDON MARKET.  
CABLES.—"RUNNYMEDE." WILLIAM HAROLD PERRY—Manager

**QUEEN'S**  
WILLIAM FOX PRESENTS  
ALL SINGING-DANCING-TALKING REVUE  
**FOILES**  
OF 1929

Commencing To-morrow

### INTERESTING NAVAL WEDDING.



The bridal party at the wedding of Lieutenant Commander W. G. L. Cooper, R.N., and Miss F. C. Mc P. Fford, which took place at St. John's Cathedral on Tuesday. The bride was given away by Lieut. Commander L. M. Bridge, R.N., and was attended by two bridesmaids, Miss Joan Beavis and Miss Ainslie Halifax. Lieut. Commander J. D. F. Dowse, R.N., was best man. (Photo: Ming Yuen).

### UNEMPLOYMENT IN ENGLAND.

### NEW DOLE RATES OUTLINED BY GOVERNMENT.

### LEFT WING DEMANDS.

### TIPS BY "RINGTAIL."

London, Nov. 15. The Government's new unemployment insurance bill, the text of which was issued to-day, increases the allowances to wives of unemployed men from seven to nine shillings a week, and also increases the allowances to unemployed young men and women under 21.

Whereas at present unemployment pay is made to boys and girls from the age of 16, the Bill proposes to make an allowance to boys and girls at the age of 15. This provision is to take effect so soon as the age of leaving school is raised from 14 to 15, which the Government proposes to do in 1931.

Boys of 15 who are unemployed will then receive an allowance of 6/- a week and girls will be granted 5/-.

When the bill comes into full operation, the total average on the Treasury for unemployment insurance will be 24½ millions sterling, the new proposals involving an increase of 12½ millions over the present expenditure.

The Labour Left wing are expressing dissatisfaction with the bill. They wish to increase the allowances, notably for men with families.

The acceptance of the full scale, which they propose, would cost the Treasury an additional £1,500,000. Mr. Philip Snowden, the Chancellor of the Exchequer, has resisted these demands on the ground that the money is not available.—*British Wireless*.

### HOLIDAYS FOR THE WORKERS.

### LABOUR MEMBER'S BILL OPPOSED.

London, Nov. 15. The House of Commons to-day discussed a private Bill introduced by Mr. E. Winterton, Labour member for Loughborough, making it compulsory for employers to give employees eight days' consecutive holiday with pay annually.

The Bill was opposed by the Conservatives, on the ground that it interfered with the long-established customs of employers and employees to settle conditions in their own districts.

Mr. J. J. Lawson, Parliamentary Secretary to the Ministry of Labour, said the Government accepted the principle of the Bill, but were conscious that this matter could not be dealt with in such simple terms as the Bill used. In view of the heavy programme of the Government, there could be no guarantee of time being given for further stages of the measure if it were passed by the House.

The second reading was adopted without division.—*British Wireless*.

Major H. L. Chatfield, M.C., 2nd Border Regt., and Lieut. F. B. R. Shepherd, 2nd Royal Scots, are being admitted home on an early boat.

We regret to report the death of C.Q.M.S. A. Minty, 2nd. Wills Regt., which occurred in No. 7 General Hospital, Shanghai, on Tuesday.

### THIS AFTERNOON'S RACING.

### BEST PROGRAMME OF THE SEASON OFFERED.

### INDUSTRIAL AND LABOUR LEADERS TO MEET.

### WHITE HOUSE PARLEY.

London, Nov. 15. The programme for the eighth extra race meeting this afternoon is considered about the best offering that the Hongkong Jockey Club has submitted this season.

The classic race on the card will be quite interesting, as Mrs. Dunbar has nominated her candidate Hiawatha and at this stage I cannot see anything that will stretch this consistent stayer.

He has been successful at both of his last appearances, and as his victories have been attained by pure merit, he looks a dead certainty for to-day's big event.

The first race on the card will probably be one of the very best races ever witnessed in Hongkong, as all of the very best contenders in the sprint class will be in opposition.

The race will be very fast and a lot will depend on the start. Some of the entrants have been liberally dealt with by the handicapper which should enhance their chance with the best of the top weights.

The "B" Class Handicap over six furlongs should also provide an excellent race which will be a fast scramble from flag to winning post. Some good medium class ponies are engaged and those, I am sure, will give a good account of themselves.

My selections are:

- 1st Race:
- 1 Boxing Eve.
- 2 Winsome Stag.
- 3 Young Pretender.

### 2nd Race.

- 1 Armon.
- 2 Cavalier.
- 3 Amusement Tax.

### 3rd Race.

- 1 King's Falloch.
- 2 Delaware Bay.
- 3 Duke of Melrose.

### 4th Race.

- 1 Hiawatha.
- 2 Grand Tattoo Eve.
- 3 Majestic Hall.

### 5th Race.

- 1 As You Like It.
- 2 Sunshine.
- 3 Erstwhile.

### 6th Race.

- 1 Huntington.
- 2 Tarmacadam.
- 3 Buster.

### 7th Race.

- 1 Mountain Air.
- 2 Sunlock.
- 3 Pumpkin.

### 8th Race.

- 1 Town Hall.
- 2 One Third.
- 3 Misty Eve.

### THE U.S. FINANCIAL CRISIS.

### INDUSTRIAL AND LABOUR LEADERS TO MEET.

### WHITE HOUSE PARLEY.

New York, Nov. 15. It is announced that the Stock Exchange sessions will be restricted from 10 a.m. to 1 p.m. in the forenoon during the ensuing week, and the Exchange will again close on Saturday to enable the brokers to overtake arrears.

The same decisions will apply to the Curb Market.

To-day, the stock market opened strong and the upward movement gained momentum. There was some profit-taking later, but the market closed firm.

A further interesting development is reported in a message from Washington, which states that President Hoover has announced that the leaders of industry, labour and agriculture are to be summoned to a conference at White House next week.

The conference is being called to draw up broad plans for business progress, stimulation of exports, and business expansion, and to correlate these in such a way that agriculture, as well as industry and labour, shall benefit.

The President, in making the announcement, expressed the opinion that in times of economic disturbance action was more effective than the repeated issuing of statements expressing confidence in the situation.—*Reuter's American Service*.

### KUOMINCHUN LEADER GOES OVER?

### TO AID CHIANG IN ATTACK ON REBELS.

Nanking, Nov. 15.

A telegram from Chiang Kai-shek's headquarters at Hsueh-chang states that Sun Liang-sing is withdrawing from Loyang and its vicinity, and will participate in the campaign against Sun Chih-yuan, the acting commander-in-chief of the Kuominchun.

Chiang Kai-shek has provisionally appointed Sun Liang-sing commander of the Sixth Route army.—*Reuter*.

[Sun Liang-sing, the chief Kuominchun leader, was reported yesterday to have sued for peace. Chiang Kai-shek's terms being the surrender of Loyang and the use of Sun's forces against the Kuominchun troops.]

Classes in the above League, which have been held in the "Cheer O" building, Queen's Road, will, owing to lack of space, be transferred to the Y.M.C.A., Kowloon, and will be held every Monday evening at 7.15 p.m.

A social evening will be held, after Evensong at the Cathedral, in the Cathedral Hall on Sunday evening. Music and light refreshments will be provided.

A dance will be held by the H.M.S. Borwick social club at Messrs. Lane & Bowditch's on Friday next at 8 p.m. The noted "Bears" band will be in attendance.

### 100% TALKING!

**ROLAND WEST** PRESENTS HIS PRODUCTION.  
**"ALIBI"**  
Based on the stage play  
"NIGHTSTICK"  
by JOHN WRAY &  
J. C. NUGENT &  
ELAINE STERNE  
CARRINGTON...  
WITH AN  
ALL-STAR CAST  
FOX MOVIEONE NEWS  
also  
**RUBY KEELER**  
in  
A SPECIALITY  
DANCE  
and  
**RICHARD  
BONELLI**  
EMINENT  
BARITONE.  
AT THE  
**QUEEN'S** FINAL SHOWINGS TO-DAY.  
At 2.30, 5.10, 7.15 & 9.20.

WILLIAM FOX PRESENTS  
**The WOMAN FROM HELL**  
with MARY ASTOR  
ROBERT ARMSTRONG  
ROY D'ARCY  
From the play by  
GEORGE SCARBOROUGH JAIME DEL RIO  
LOIS LEESON  
A.F. ERICKSON  
production  
AT THE  
**WORLD** FINAL SHOWINGS TO-DAY  
Continuous Performance  
From 1.15 to 11.15.

"THE MIDNIGHT TAXI"  
  
With ANTONIO MORENO,  
HELENE COSTELLO, MYRNA LOY.  
AT THE  
**STAR** FINAL SHOWINGS TO-DAY  
At 2.30, 5.30 & 9.20.